DACCA Architecture	Revision - D	Date 20-01-2022		
Contention items.	Particulars items	DACCA Comments (15-11-2021)	SPA COMMENTS	DACCA DESIGN RESPONSE - SPA COMMENTS
Contention item 1 - No action from Dacca				
Contention item 2 - No action from Dacca				
Contention item 3				
	Item C	DA 2000-DADA2006 Have been updated to address Council Urban design comments which included but are not limited to the following. 1. roof line articulation change. 2. materials contrast improved (creating a precint of different buildings) 3. new glass walls to the fire stairs to assist in breaking the mass of building A and E 4. confused sky line has been articulated for buildings A and E.	Form and colour adjustments have improved legibility of buildings and assisted in reducing appearance of building mass. However more detail is required especially in consideration of façade proportions, detail, and roof lines. Please note that the design does not appear to reflect the precedents submitted with the DA /Urban Design Report nor the Site Compatibility Statement. These precedents illustrated a calmer façade treatment, controlled but detailed façades, timber soffits, with distinctive roof overhangs. While it is not expected that designs will mimic precedents it is assumed that they will reflect/inform the design intent. Photomontages /perspectives need to be sighted prior to any final detail discussions.	Refer to Page DA2000-DA2006 and DA9000-DA9002 for more details. (these changes are over and above changes made on the 15-11-2021) The following items were added into the scheme based on the previous discussions held between experts. 1. Physical Roofs have been added to Building A, E, B and D to align to the example in the urban design report. 2. The roofs have a distinctive roof overhang 3 . The portals reflect the forms and design intent based on our Urban Design report. 4. Photomontage images are included on DA9000-DA9002
	Item d	Improvement to Site around Building A, particle the South West corner by the following, 1. Entry to the stadium has been adjusted 2 .A larger landscape and buffer zone has been provided between building A and the stadium entry. 3. A larger landscape separation between the south boundary and carparking has been provided 4. Work with a single car park to south boundary of the site to assist in creating a larger landscape buffer 5. Pathway roof, and zoning has been inproved	The increased landscaped setback and the increased depth to a large portion of the planting beds is supported. However, these inclusions are a positive outcome only if the landscape included provides the mix of height, scale, and density to provide the required privacy outcomes. The landscape plans need to clearly illustrate the type, size, and density of planting to ensure a high quality and visually impermeable solution is provided. The number and pattern of major tree planting in certain areas does not appear to be sufficient. This is most evident on the south to Marconi carpark and the SW corner boundary facing Marconi stadium and entry. It is expected that these areas have a higher density of trees and therefore more deep soil to support trees or planter depth to ensure successful growth of trees in this area.	Refer to Page DA1002. (these changes are over and above changes made on the 15-11-2021) Dacca has provided the space for the required Landscape soloutions, please refer to the Landscape Architect's schedule of changes for details.
	Item e	Changes have been made to the design to overcome moving building B including the following changes 1. Separate loading and vehicle traffic by creating a driveway to the west boundary of the site. 2. Move the loading dock driveway to the west boundary of the site. 3. Resident access is now via the Porte Cochere,and goes down the b1. 4.From b1, all traffic now exits the site via restwell round about. this change has allowed for 6 mature trees to remain, and does not affect access into restwell road from a urban design point of view. 5. Basesment 1 and ground floor along Restwell road have been changed to suit these outcomes. 6. All Vehicular Access will leave via basement 1. via the round about on Restwell, hence not impeding traffic and urban design along Restwell road. 7. 6 of 8 existing trees can now remain due to this change, and a stronger landscape presentation to restwell road is achieved.	This approach has made marginal improvement and does not appear to have improved concerns around confused traffic movement and extent of roads. Due to tight planning tolerances should the clearance not be achieved at the ramps it could in fact become worse. There appears to be decreased green space adjacent building A/B/C with increased truck manoeuvring area. If there is no alternative to this road system could a softer /material change be incorporated for service road to reduce impact especially as it will have reduced use. There is an improvement to green space on Restwell with the retention of a number of trees as requested, this is supported. While there are improvements to the current design the overall convoluted traffic system remains. It is possible that alternatives could be explored-including the swapping of Building B and part of C which could create more direct connections for residences to green central space. Replan to provide truck servicing closer to Restwell and avoid having to drive into the site with garbage trucks. It is noted that the current on-site planning is different to the site compatibility design which indicated a much simpler design approach.	Refer to Page DA1001-DA1002. In the meeting of Experts, DACCA took on board the expert's comments concerning the design and has made significant improvements. Please see below. 1. Traffic confusion from DACCA's point of view is very simple. The design change has an arrival to ILU parking via the porte cochère . From the porte cochère one can go down a ramp to gain entry to Car Parking Level 1 ILU Visitor Parking. Via the same ramp, once you arrive at Carpark Level 1 you can also gain entry into the ILU Residential Parking. There is only one access and one ramp to gain entry to all of the ILU Parking. Very simple and easier to navigate. 2. To exit the ILU complex, you leave via an exit off of the West driveway, which leads you out to the roundabout on Restwell Road, where you can decide to travel East or West along Restwell Road, without impacting traffic flow. Very simple and easy to navigate. 3. All planning tolerances around the driveways have all been addressed via the Traffic Engineer and are compliant to AS standards. 4. We have increased the green spaces between Building A and B by removing apartments within Building A on Ground Level , allowing the waste truck to turn into position and this leaves a large green space separating Building B and C, a much stronger amentity for both Building B and C. 5. The loading driveway has been proposed with a floor surface material change, but there was no need to make these material changes between Building B and C as we redesigned the loading to work and we have provided a greater area of landscaping for the screeeningof the buildings and improved amentity. 6. The convoluted traffic system has been simplified by moving all the ILU car spaces to Carparking Level 1, so there is now only one entry and one exit. 7. The radical notion of swapping Building B and C is not surpported, as it would disconnect the pubilc open space connection to the common internal facilities. The new proposal addresses all concerns. 8. Truck loading and truck movements have been addressed. 9. Site capabilities, planning and the current process is a separate discussion, DACCA's position is that our proposed design is a farr better improvement from what was approved as part of then SCC process.
	Item F	The roundabout/access to the Marconi site on Restwell Road appears unresolved in terms of boundary, setback, landscaped areas and pedestrian zones. The north-east corner design of Building D should address these issues at this corner . Dacca has made changes to the design to address council urban designers comment for item f. including. 1. We have propsoed to review the existing path way along Restwell road, and creating a grass verge. then reinestate the pathway, to align to a residential footpath solution. 2. we have created larger setback from the Building D, of 9-7m from the kerb. 3. We have addressed the corner with landcape walls being curverd 4. As mentioned above, Building d has been modified to achieve a larger setback from the kerb. 5. Please refer to Drawings DA1002 and DA2003 for details.	This adjustment is accepted. The detail design of the building however needs to be better described within the photomontage/3D as it appears that the rectangular form has been stepped to create the spatial /planning outcome where it may have been a more appropriate solution to redesign this corner. Photomontages required to be reviewed.	Refer to Page DA2000-DA2006 and DA9000-DA9002 for more details. (these changes are over and above the changes made on the 15-11-2021) Revit CGI's have been added to assist in claifying the items. However the response is over and above the SPA comments. This item has been resolved.
	Item G	In regards to the interface between the proposal and the E2 zone, dacca has made the following amendments based on discussions with Councils Urban design. 1. We have created two breaks in the façade with glass walls to the fire stairs. 2. Create end buildings, with different finishes to the middle section of the Facade 3.Soften the wall at ground level, by introducing a planter box, to have cascading planting over the edge, avoidng view into the basement from the E@ zone. 4. Batter up soil along E2 boundary, so view into basement is reduced. 5. Increase in soil depth 6. Curve ground level planting wall, to soften the edge of the building, clad in stone	The architectural amendments to building E have delivered a satisfactory outcome in principle subject to review of detail as described previously at item 3c. The detail is required especially in consideration of building detail and roof lines. Please note as previously stated that the design does not match the precedents submitted with the DA urban design report nor the site compatibility statement. Photomontages /perspectives need to be sighted prior to any final detail discussions. The landscape amendment is a satisfactory outcome in principle. However, its edge should be more irregular or broken, as it presents as a long-stepped wall to the park. Some relief should be included to break up this horizontal/linear nature. The planting also should reflect this more natural E2 zone and provide a more random undulating scale of plants in height and pattern.	Refer to Page DA2000-DA2006 and DA9000-DA9002 for more details. (these changes are over and above the changes made on the 15-11-2021) Revit CGI's have been added to assist in claifying the items. However the response is over and above SPA comments this item is resolved.
	Item H	The above items address item H and have proposed , diversity in buildings, colours and possibly more natural materials is recommended. The proposed development should provide more diversity and richness and sit within the natural environment with the aim being a cohesive group of buildings with appropriate diversity.	In principle this has occurred however more detail is required as outlined previously and better articulation of roof line and soffit.	Refer to Page DA2000-DA2006 and DA9000-DA9002 for more details. (these changes are over and above changes made on the 15-11-2021) Revit Software CGI's have been added to assist in claifying the items. The response is over and above SPA comments. This item is resolved.
Contention item 4	Item C	Public Domain along restwell road. 1. Services have been relocated, so they are not in the landscape area. 2. bosters have been located within a cupboard on the building façade. 3. gas meters within the building façade. 4. with the redesign of the drivway movements, we now retain 6 mature trees along rest well. 5. All traffic enters the site via the Porte Cochere, and exits via restwell roundabout. 6. We have proposed a verge along the east side of restwell road, aligning to council urban desing comments. all items above strongly answers councils urban design concerns here.	This is a satisfactory outcome however the size location and treatment of the electrical substation needs to be further explained. Exploration of material change to less used roads may improve amenity. Ensure compliance with clearance heights, ramps and roads do not diminish green space as Shown. The traffic conflicts at exits and entries need to be addressed.	Refer to Page DA1002, further work was done to locate the substation and is indicated on DA 1002. The larger box requires clearances around the substation as part of the authority guidelines. The whole surrounding area is being treated with landscaping and creates no adverse impact to the street scape. Existing mature tree's also fully screen the sub station. This Item is not an issue and is sympathetic towards the street scape.
	Item d	Building D addresses the corner and is Addressed with item Contention item 3, item c above	In principle this has occurred however more detail is required as outlined previously and better articulation of roof line and soffit.	Address above. Closed.
	Item E	Solid nature of Building E has been address with Contention item 3, item g above	In principle this has occurred however more detail is required as outlined previously and better articulation of roof line and soffit.	Address above. Closed.
	Item G	Pedestrian path, has been changed to be straight , and an alterative route has been shown to avoid passing by club Marconi entry, we have also provided more 3d views and sections on page DA0005, including. 1. Rest points at 3 locations along the pathway, the path way widens at each node. 2. Covered walk way. 3. More livable pathway, with landscaping, lighting and shade. 4. Alternative path around the clubs entry. 5. More shading and Landscape along the car park pathway to the south side.	This appears to now be satisfactory however there needs to be better explanation of what type of planting and the capacity for it to thrive in the locations shown. It appears that some areas are under roof and beside walls with limited access to sun and rain. Plants in these areas may struggle to survive . The walkway adjacent the oval may still present as an enclosed tube; this could be the perspectives which are not completely clear about what is solid or open and may be improved by less roofed area. The width of walkway needs to be clarified and sized to meet code compliance for range of users ambulatory and non-ambulatory. The proximity , design and scale of the light towers is of concern for safety and amenity for public and residents. Ideally these would be relocated to within Marconi oval site.	Refer to Drawing DA0005 for details. 1. All planter boxes are located to have full access to the sky and will not have any roofing over them. 2. Only the walk way is undercover. 3. Please refer to the Landscape consualnts detail for planting details. 4. The width of the walkway is 1.6m wide, with 2 larger areas containing seating. 5. New light towers are proposed and are to be located inside the stadium site. 6. Speed ramps have also been addeed to the existing crossing at the South parking boom gate pathway crossing to improve pedestrain safety. These changes address all items SPA have raised and go over and above to create a meaninginful common pathway environment.
	Item H	Has been addressed above. Refer to item G	As above	Address above. Closed.
	Item i	Has been addressed above. Refer to item G	As above	Address above. Closed.
	Item J	a origin hatch is shown on plan DA0005, indicating an awning for the pathway. This awning is 2.6m high, has lighting, but starts and stops along the path. This path way, has 24h access, note has been added to this drawing	It will be important that lighting on the pathway be designed to provide safe public space and not have a negative impact upon the residents. Details to be included	Address above. Closed.
	item K	The cirdulation of the site is as follows. 1. The site is fully fenced, and can only be accessed via residents through: 2. Front door at Restwell road. 3. Via basement carpark. 4. The resindents can only exit the site, via the front door, or basement. 5. There are exit points onto the bus path way, but this will not be a permited exit point from a management piont of view. 6. Once you are inside the site, you then can take the internal movements to get to your apartments. You have two options. option 1, stay at Restwell ground level, and go via undercover pathways to your lift. OR... 7. Option 2. Move up to level 1, and explore the garden to your lift via alfresco pathways. 8. Any guest, will be greeted at the foyer, by management before they are permited into the village. Including pizza delivery man. Resident will either need to meet them at the foyer before they are allowed through or they need to be on a family list to be permitted to walk freely to the residents apartment.	While the explanation outlines the approach to wayfinding it does not describe in plan or design detail how this important aspect of site design has been considered. It would be expected that buildings be named and there is a hierarchy of movement pathways for ease of use. It also seems that the official pathway/security plan means that all residents must exit onto Restwell then traverse the footpath to join the thru –site link to access the bus stop. This requires clarification as it would seem an unlikely reality and one that should be addressed within the design of appropriate access and egress.	The movement around the site has been simplified by moving all parking to Car Parking Level 1. Please refer to DACCA's ADG compliance schedule for movement plans. Without getting a wayfinding consualnt involved, the design satifies wayfinding heirachy around the site.
	Item N	A Cross ventilation report has been provided. We do not need to reply of narrows slots to achieve cross ventrial , we achieve 60% compliance with clear storey windows and oposite windows as stated in the Report	Architect to verify and provide statement regarding compliance. The windtech report appears to satisfy original concerns and verifies compliance.	Refer to Drawing DA 5100, 60% is achieve. Also refer to the wind consultants report.
	Item o	Clear storey sky lights are permissable based on our Wind consualnt advise.	Architect to verify and provide statement regarding compliance. The windtech report appears to satisfy original concerns and verifies compliance.	Refer to Drawing DA 5100, 60% is achieve. Also refer to the wind consultants report.
	Item R	check and update all balconies to achieve 10m2, complying to ADG	Architect to verify and provide statement regarding compliance. It should also be noted that a number of balconies may not provide visual/acoustic privacy due to proximity and unclear design. This will need to be addressed by clarification on separation materials and construction.	All balconies comply with ADG, statement can be provided.
	Item t	1. Level 1-3, additional light with the introduction from the glass walls added to the fire stairs improving the corridors environment. Also seating showing in corridor spaces on all levels. 2. Ground floor, Furniture seating area is added, ceiling height 2.8m.	Unsatisfactory outcome. The measures proposed ameliorate the issue of length of corridor however they do not alter the impact of the tunnel effect of such a long corridor.	Refer to DA1002-DA1005 The following changes have occurred to further improve this item. 1. A larger resting and entry have been proposed for Building A and E. which will encouge more light .There are rest areas in the midlle of the building. 2. The notable break in the corridoors create a length of corridor aligning to ADG. 3. From DACCA's point of view, the tunnel effect will not be present.Therefore the design is satisfactory.
	Item V	Dacca has provided more detail on reference pages for these storage areas. And we comply	Architect to verify and provide statement regarding compliance	Refer to Drawing DA4101-DA4105, all typical rooms have been udpated to show, m3 storage, + layouts updated to show front door clearance, and inside storage in m2 . This item is all complaint to ADG requirements.

	Item X	IN relation to solar, additional 3d views of the correlating hours of the day has been generated to addres any conern are the scheme not achiving the 70% complaince. After undertaking the 3d views we now achieve 74% solro complaince. Into living and POS	Architect to update plans showing actual solar penetration and tables to accurately indicate compliant solar access as described by ADG. There is substantial detail in the currently amended plans however they indicate some contradictions when plans, 3ds and tables are compared. Examples- A002 table indicates 3 hours however plans and 3d indicate 2 hours. These types of anomolies occur for A003, 004, 005, B001, B002. C001 includes sun on wall. Anomolies occur at E201, E209, 210, 211, 212, E104, E106, 3Ds for C002, 003, 004 seem to indicate under 2 hours within living space. D012 seems to indicate sun on wall included. Note that this list may not be conclusive, and it is recommended that solar expert advice on detail compliance to specific requirements for ADG/SEPP65. It is necessary to achieve 2 hours internally and where in doubt at specific height for period of time as well as provide solar access to POS.	Refer to Drawings DA5003-DA5010, the modification of apartments mix and layout, assist in getting more apartments to achieve more than 2 hours of direct sunlight into the living areas and POS. This item complies to ADG and is not an issue..
	Item Y	same as item R will adjust all balconies to meet 10m2	Architect to verify and provide statement regarding compliance	Address above. Closed.
Contention Item 5				
	Item C	We comply with deep soil	Deep soil has minimum width compliance for inclusion. The plans include areas which do not appear to meet this width and should therefore be excluded from the calculations. It is recommended that revised calculations be provided excluding any areas under the required width.	Changes have been made , refer to Drawing DA0009. There are 4 areas which make up the Deep Soil Zones. 1. To the west, a zone between the pathway and the bulding , which is 6m wide and is deep soil. 2. Areas to Restwell Rd have a setback to the basement parking that are setback 6m fromthe front boundary to allow for deep soil. These two areas which are a minimum of 6m wide aswell as along the whole frontage more deep soil is present, but does not have a minimum width of 6m so it has not been included in the calculations. 3. To the east, next to the E zone, we have increased the setback from 5m to 6m to comply with ADG requiremnte.s, This item Is 100% compliant being 7.08% = 971m2 of Deep Soil
Contention Item 6				
	item B	Separation between the club and the senior housing, ground floor layout address these items., the concerns have been delt with through consualnt reports.	Agreed subject to confirmation of deep soil planting and landscape verification. The light towers remain of concern, and it is recommended that they be relocated to the Marconi oval site and be clad/ dressed to reduce scale and impact on residents.	Address above. Closed.
	Item c	Landscape on the south and western side has been increased with a larger buffer zone.	Comment offered seems to be with reference to another item. Spa makes no comment on the plan of management.	Address above. Closed.
	item d	The current positioning of the buildings, particularly buildings A, B and the southern sections of Building E has been address via a change to the stadium entry, larger landscape buffers and adjustment to Restwell road traffic movements.	Agreed subject to confirmation of deep soil planting and landscape verification.	Address above. Closed.
	Item d	Pathway , we have shown an alternative route so residents do not need to pass by the clubs entry	Agreed subject to confirmation of deep soil planting and landscape verification	Address above. Closed.
	Item e	Principal 6 of the SEPP, has been addressed via the above design improvements to the scheme.		
Contention Item 7				
	Item c	Noise levels from apartments have been address with ground floor loading and driveway change.	This appears to have been addressed within detailed acoustic report which identifies a variety of requirements for the different façade elements.	Address above. Closed.
	Item D	Has been address above, refer to ground floor plan.		Address above. Closed.
	Item E	Has been address above, refer to ground floor plan.	This appears to be addressed/ however the lower unit will face to the service road.	As previously commented
	Item f	Has been address above, refer to ground floor plan.	This remains an issue. The complexity of ramps, levels, height clearances may further impact upon the design outcome. It appears that the service turning area has increased in area reducing the green space from previous design.	Address above. Closed. No longer an issue as we have changed the Truck Loading path, parking layout.
	Item g	Has been address above, refer to ground floor plan.	This has been improved with carpark ramp design to realise pedestrian link to Block C however the building is substantially surrounded by service roads and substation	Address above. Closed. No longer an issue as we have changed the Truck Loading path, parking layout. Landscape completely surrounds Building B ands the loading driveway is 700mm lower than the finished floor levelof Building B, thus reducing impact.
	Item H	Bedrooms are no longer in close proximity to driveways	Bedrooms remain adjacent service driveway however and while separated by POS and narrow green space this is not an ideal outcome.	Not an issue anymore, as the planning has changes so that no windows or bedrooms are located near a major loading zone.
	Item I	Principal 6 of the SEPP, has been address via the above design improvements to the scheme.		
Contention Item 8 - No action from Dacca				
Contention Item 9				
	Item b	Restwell port-cochere drivway has been modified to suit the new flow of traffic, including the exist from the port-cochere for unitilites services, texi, ambulances etc.		As previously commented
	item d	Traffic movements around building B have been address though the above changes	As previously commented	As previously commented
	Item M	Drop-off bay, has been increased to improve traffic flow.	As previously commented	As previously commented
Contention Item 10- No action from Dacca				
Contention Item 11- No action from Dacca				
Contention Item 12- No action from Dacca				
Contention Item 13- No action from Dacca				
Contention Item 13-				
	Item c	Date to update typos typical unit number and plan numbers		
	ALL ITEMS LISTED FOR SCHDULE 3	To be a condition of consent.		

DEVELOPMENT APPLICATION
FOR PROPOSED INDEPENDENT LIVING UNITS DEVELOPMENT COMPRISING OF SELF-CONTAINED DWELLINGS, CAR PARKING AND ASSOCIATED LANDSCAPING, ON GRADE CAR PARK AND ASSOCIATED LANDSCAPE WORKS FOR THE CLUB SITE

121-133 PRAIRIE VALE ROAD, BOSSLEY PARK

Sheet List - DOCUMENTATION

Sheet Number	Sheet Name	Current Revision	Current Revision Date
DA0001	TITLE PAGE	I	20-01-2022
DA0002	EXISTING SITE PLAN & DEMOLITION PLAN	I	20-01-2022
DA0004	DA SITE PLAN	I	20-01-2022
DA0005	PEDESTRIAN PATH PLAN	G	20-01-2022
DA0009	SITE ANALYSIS - CLAUSE 30 SENIOR SEPP	I	20-01-2022
DA0011	ENVELOPE PLANE DIAGRAM	F	20-01-2022
DA0012	ENVELOPE PLANE DIAGRAM	F	20-01-2022
DA1000	CARPARK LEVEL -2 PLAN	H	20-01-2022
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DA1004	LEVEL 2 PLAN	I	20-01-2022
DA1005	LEVEL 3 PLAN	I	20-01-2022
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DA1008	ONGRADE SOUTH CARPARK	G	20-01-2022
DA1009	BASEMENT CAR PARK ENTRY	E	20-01-2022
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DA2003	BUILDING B & D ELEVATIONS	F	20-01-2022
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DA3103	RAMP DETAIL SECTIONS 03	C	20-01-2022
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DA4101	TYPICAL UNITS LAYOUT	E	20-01-2022
DA4102	TYPICAL UNITS LAYOUT	D	20-01-2022
DA4103	TYPICAL UNITS LAYOUT	D	20-01-2022
DA4104	TYPICAL UNITS LAYOUT	D	20-01-2022
DA4105	TYPICAL UNITS LAYOUT	D	20-01-2022
DA4106	TYPICAL UNITS LAYOUT	A	20-01-2022
DA4107	TYPICAL UNITS LAYOUT	A	20-01-2022
DA5000	SHADOW DIAGRAM - EXISTING & PROPOSED, COMMON AREA	E	20-01-2022
DA5001	SHADOW DIAGRAM - EXISTING & PROPOSED, COMMON AREA	D	20-01-2022
DA5002	SHADOW DIAGRAM - EXISTING & PROPOSED, COMMON AREA	D	20-01-2022
DA5003	SOLAR ACCESS PLAN VIEW - GL	E	20-01-2022
DA5004	SOLAR ACCESS PLAN VIEW - GL	E	20-01-2022
DA5005	SOLAR ACCESS PLAN VIEW - L1	E	20-01-2022
DA5006	SOLAR ACCESS PLAN VIEW - L1	E	20-01-2022
DA5007	SOLAR ACCESS PLAN VIEW - L2	E	20-01-2022
DA5008	SOLAR ACCESS PLAN VIEW - L2	E	20-01-2022
DA5009	SOLAR ACCESS PLAN VIEW - L3	C	20-01-2022
DA5010	SOLAR ACCESS PLAN VIEW - L3	C	20-01-2022
DA5100	CROSS VENTILATION DIAGRAM	F	20-01-2022
DA9000	PERSPECTIVE VIEWS 1	C	20-01-2022
DA9001	PERSPECTIVE VIEWS 2	C	20-01-2022
DA9002	PERSPECTIVE VIEWS 3	C	20-01-2022





NOTE S:
1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY.
2. ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCING FABRICATION AND CONSTRUCTION.
3. DA IS TO BE CONSISTENT WITH ALL CONSULTANTS REQUIREMENTS AND THOSE DIMENSIONS SHOWN ON THE DRAWINGS
4. DA IS TO COMPLY WITH BASIX FOR ADDITIONS BETWEEN SITE WORKS ETC.
5. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATION AND SCHEDULES INCLUDING CONSULTANT DOCUMENTATION, APPROVALS DOCUMENTATION & CLIENT DOCUMENTS (BRIEF, DRAWINGS AND SPECIFICATIONS).
9. LOCATION OF ALL EXISTING UNDERGROUND SERVICES IS INDICATIVE ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY PHYSICALLY LOCATE ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION

No.	Description	Date
E	SECTION 34 FINAL REVIEW	11-11-2021
F	SECTION 34 ISSUE.	15-11-2021
G	DRAFT FOR CONSULTANT INPUT	12-01-2022
H	SECTION 34	19.01.22
I	Section 34 issue	20-01-2022

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TITLE PAGE

Project number	2020.40
Date	APRIL 2021
Drawn by	TM
DA0001	I
Scale	As indicated

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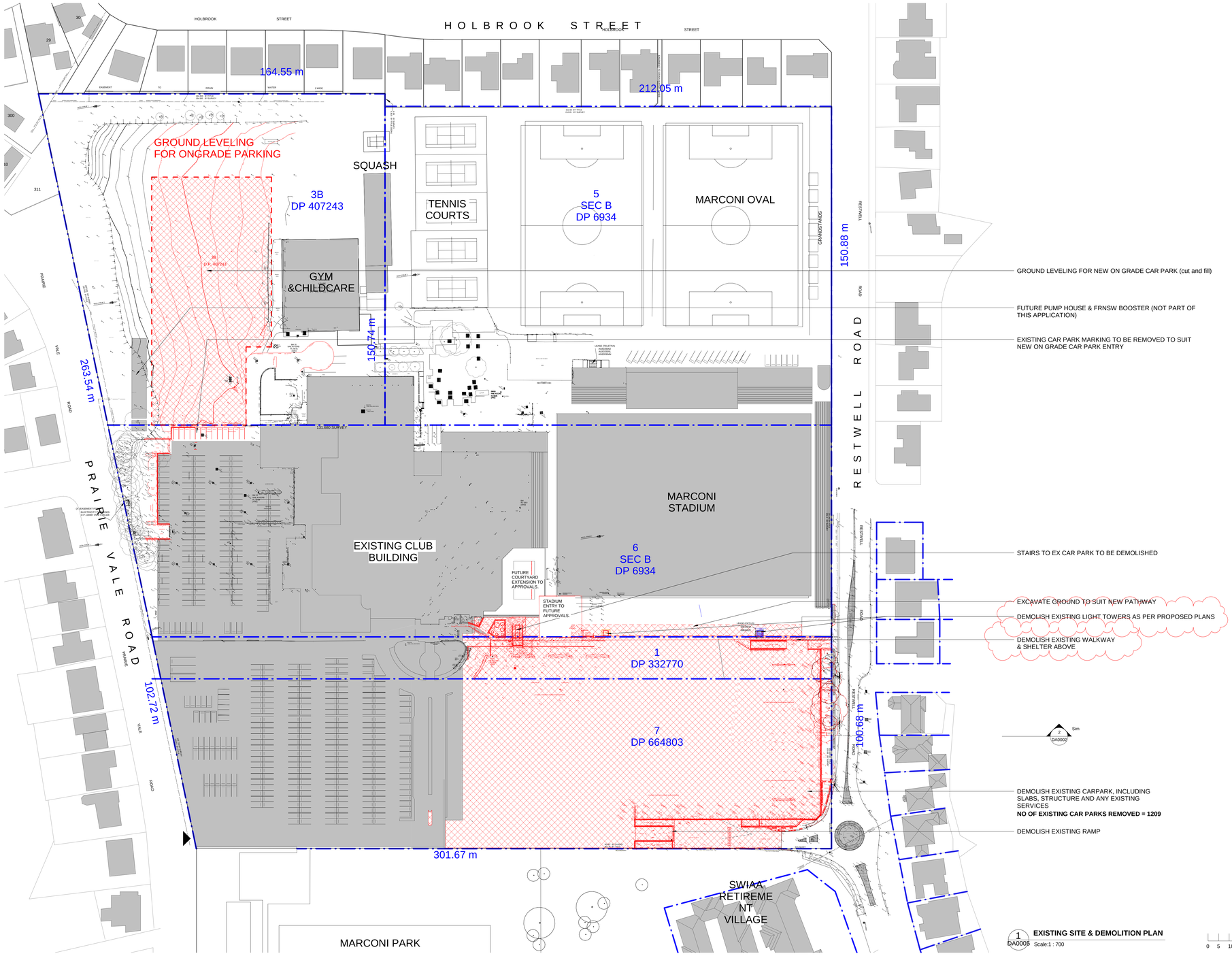
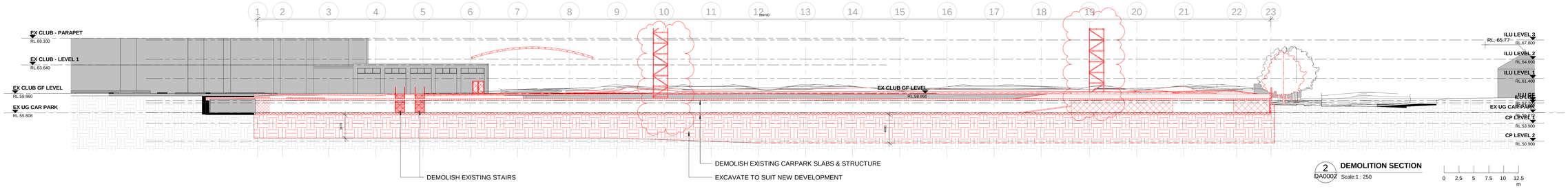


1 DA0005 **EXISTING SITE & DEMOLITION PLAN**
Scale:1 : 700

0 5 10 25 50m



2 DA0002 **DEMOLITION SECTION**
Scale:1 : 250

0 2.5 5 7.5 10 12.5 m

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No.	Description	Date
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G	DRAFT FOR CONSULTANT INPUT	12-01-2022
H	SECTION 34	19.01.22
I	Section 34 issue	20-01-2022

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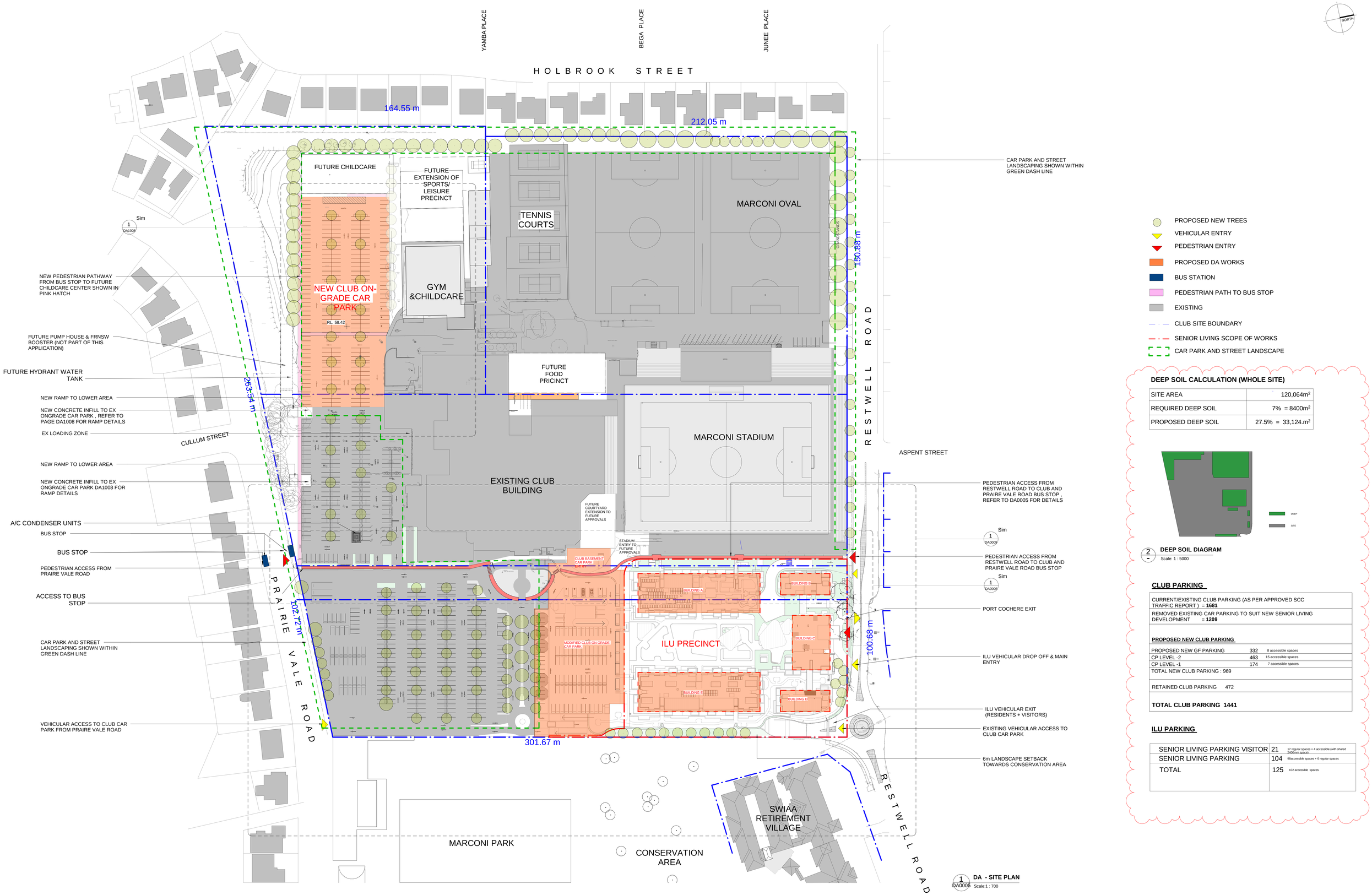
CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

EXISTING SITE PLAN & DEMOLITION PLAN

Project number	2020.40	DA0002	I
Date	APRIL 2021		
Drawn by	TM	Scale	As indicated

20/01/2022 4:52:08 AM



1 DA0005 **DA - SITE PLAN**
Scale:1 : 700

0 5 10 25 50m

- PROPOSED NEW TREES
- VEHICULAR ENTRY
- PEDESTRIAN ENTRY
- PROPOSED DA WORKS
- BUS STATION
- PEDESTRIAN PATH TO BUS STOP
- EXISTING
- CLUB SITE BOUNDARY
- SENIOR LIVING SCOPE OF WORKS
- CAR PARK AND STREET LANDSCAPE

DEEP SOIL CALCULATION (WHOLE SITE)

SITE AREA	120,064m²
REQUIRED DEEP SOIL	7% = 8400m²
PROPOSED DEEP SOIL	27.5% = 33,124.m²

2 - **DEEP SOIL DIAGRAM**
Scale: 1 : 5000

CLUB PARKING

CURRENT/EXISTING CLUB PARKING (AS PER APPROVED SCC TRAFFIC REPORT) = **1681**		
REMOVED EXISTING CAR PARKING TO SUIT NEW SENIOR LIVING DEVELOPMENT = **1209**		
PROPOSED NEW CLUB PARKING		
PROPOSED NEW GF PARKING	332	8 accessible spaces
CP LEVEL -2	463	15 accessible spaces
CP LEVEL -1	174	7 accessible spaces
TOTAL NEW CLUB PARKING : 969		
RETAINED CLUB PARKING	472	
TOTAL CLUB PARKING 1441		

ILU PARKING

SENIOR LIVING PARKING VISITOR	21	17 regular spaces + 4 accessible (with shared 2400mm space)
SENIOR LIVING PARKING	104	98accessible spaces + 6 regular spaces
TOTAL	125	102 accessible spaces

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121-133 Praire Vale Road, Bossley Park, NSW

DA SITE PLAN

Project number	2020.40	DA0004	I
Date	APRIL 2021		
Drawn by	TM	Scale	As indicated

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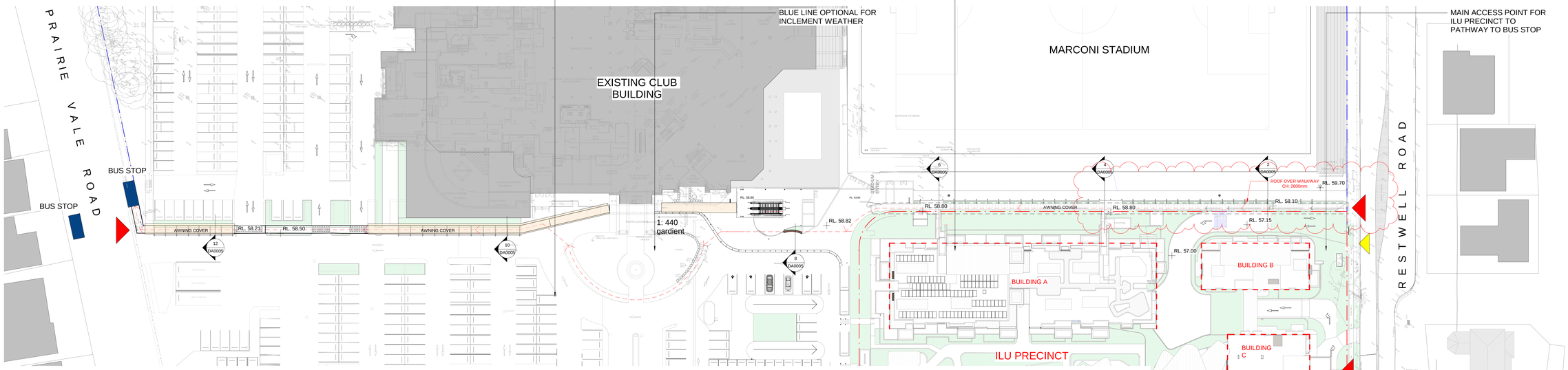
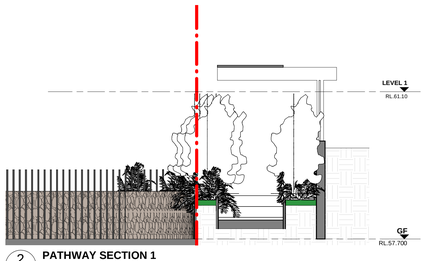
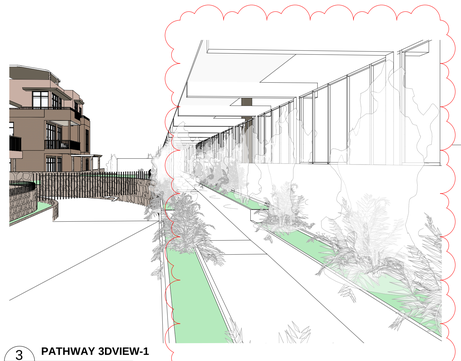




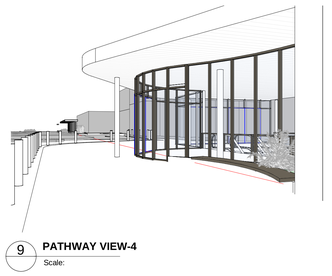
2 DA0005 **PATHWAY SECTION 1**
Scale: 1 : 50



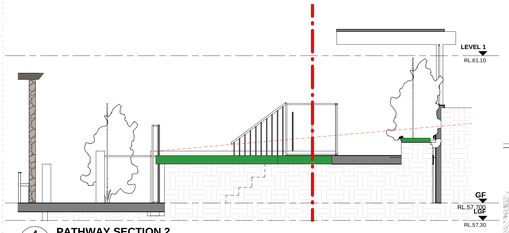
3 **PATHWAY 3DVIEW-1**
Scale:



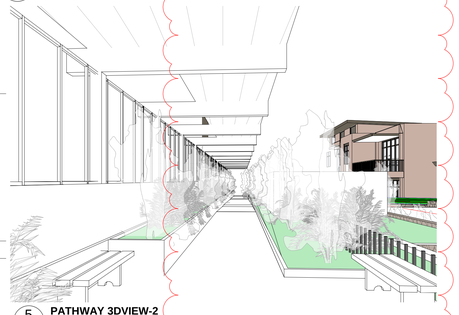
8 DA0005 **PATHWAY SECTION 4**
Scale: 1 : 50



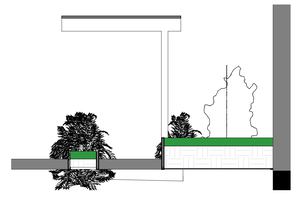
9 **PATHWAY VIEW-4**
Scale:



4 DA0005 **PATHWAY SECTION 2**
Scale: 1 : 50



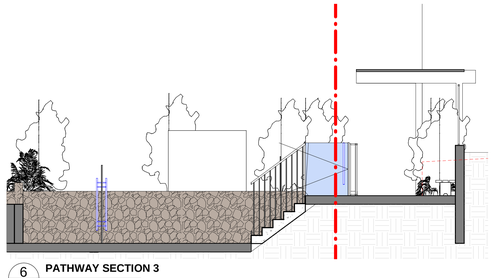
5 **PATHWAY 3DVIEW-2**
Scale:



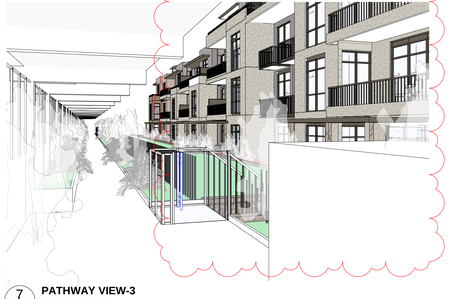
10 DA0005 **PATHWAY SECTION 5**
Scale: 1 : 50



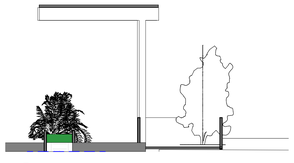
11 **PATHWAY VIEW-5**
Scale:



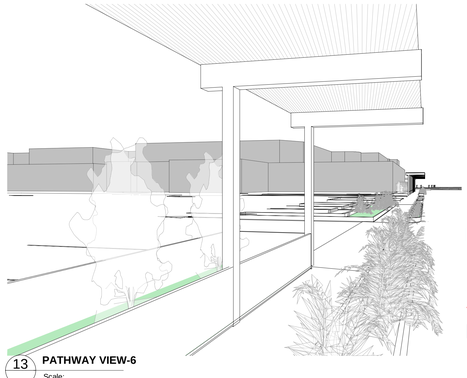
6 DA0005 **PATHWAY SECTION 3**
Scale: 1 : 50



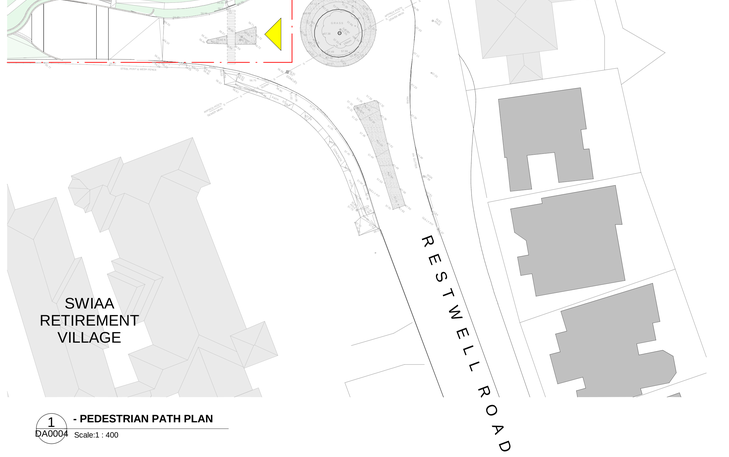
7 **PATHWAY VIEW-3**
Scale:



12 DA0005 **PATHWAY SECTION 6**
Scale: 1 : 50



13 **PATHWAY VIEW-6**
Scale:



1 DA0004 **- PEDESTRIAN PATH PLAN**
Scale:1 : 400

- EXISTING TREE TO BE RETAINED
- PROPOSED NEW TREES
- VEHICULAR ENTRY
- PEDESTRIAN ENTRY
- BUS STATION
- CLUB SITE BOUNDARY
- TOPOGRAPHY
- PROPERTY LINE
- PROPOSED PATHWAY WILL HAVE 24H ACCESS

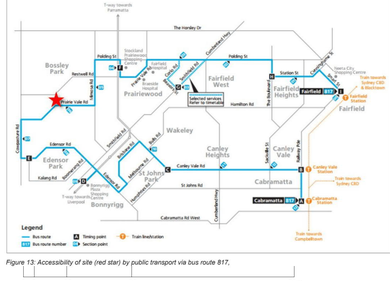


Figure 13: Accessibility of site (red star) by public transport via bus route 817.

0 2 10 20 50m

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F	DRAFT FOR CONSULTANT INPUT	12-01-2022
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MANAGER
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CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

PEDESTRIAN PATH PLAN

Project number	2020.40	DA0005	G
Date	APRIL 2021		
Drawn by	Author	Scale	As indicated

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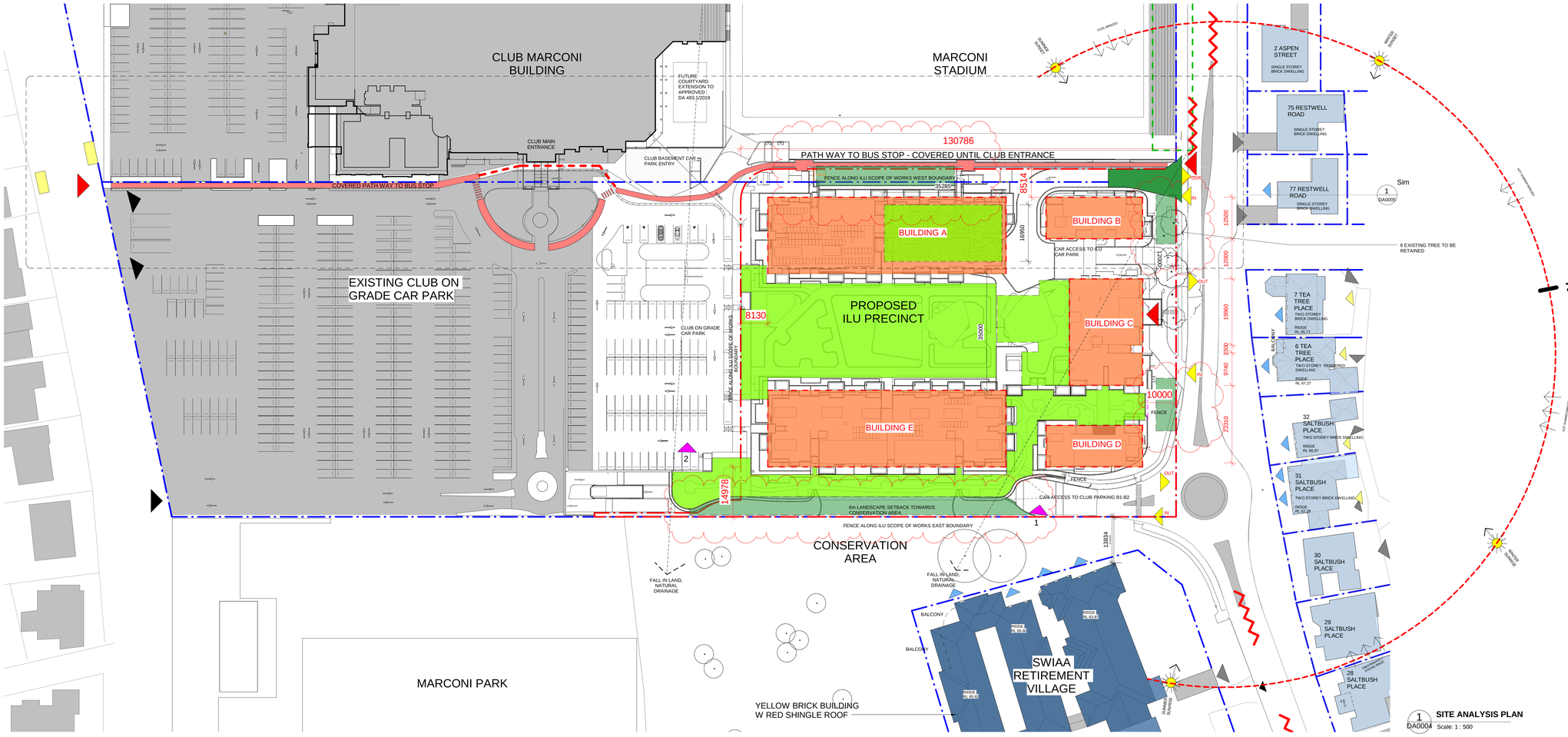


LEGEND

- PEDESTRIAN ACCESS
- VEHICLE ACCESS
- PROPOSED ILU BUILDINGS
- DEEP SOIL AREA
- PEDESTRIAN PATH TO BUS STOP
- COMMUNAL OPEN SPACE
- LOW-DENSITY RESIDENTIAL
- MEDIUM-DENSITY RESIDENTIAL
- BUS STOP
- NEIGHBOURING PROPERTY WINDOW
- NEIGHBOURING PROPERTY VEHICLE ENTRY
- NEIGHBOURING PROPERTY PEDESTRIAN ENTRY
- ILU SCOPE OF WORKS
- VIEW FROM SITE
- POTENTIAL NOISE SOURCE

COMMUNAL OPEN SPACE CALCULATION

SITE AREA	13,447m²
REQUIRED COMMUNAL OPEN SPACE	25% = 3,361.7m²
PROPOSED COMMUNAL AREA	
- GROUND FLOOR	4772.70m²
- LEVEL 1 (PODIUM)	560m²
- ROOF	554m²
TOTAL	**32% = 4423m²**

DEEP SOIL CALCULATION (MARCONI ILU)

SITE AREA	13,708m²
REQUIRED DEEP SOIL	7% = 959.5m²
PROPOSED DEEP SOIL	7.08% = 971m²

1 DA0004 **SITE ANALYSIS PLAN**
Scale: 1 : 500


SWIAA

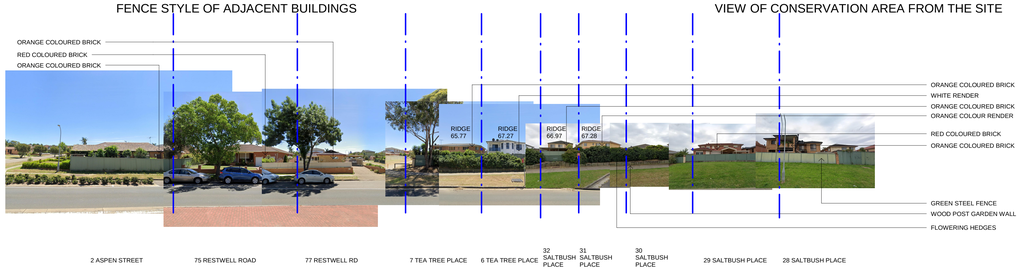

DWELLINGS ON RESTWELL STREET

FENCE STYLE OF ADJACENT BUILDINGS


2


1

VIEW OF CONSERVATION AREA FROM THE SITE



RESTWELL ROAD - BUILT FORM AND CHARACTER



Figure 3 Local Context

DIRECTION AND DISTANCE TO LOCAL FACILITIES

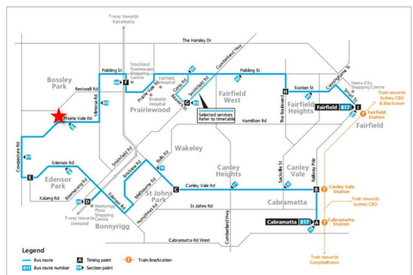
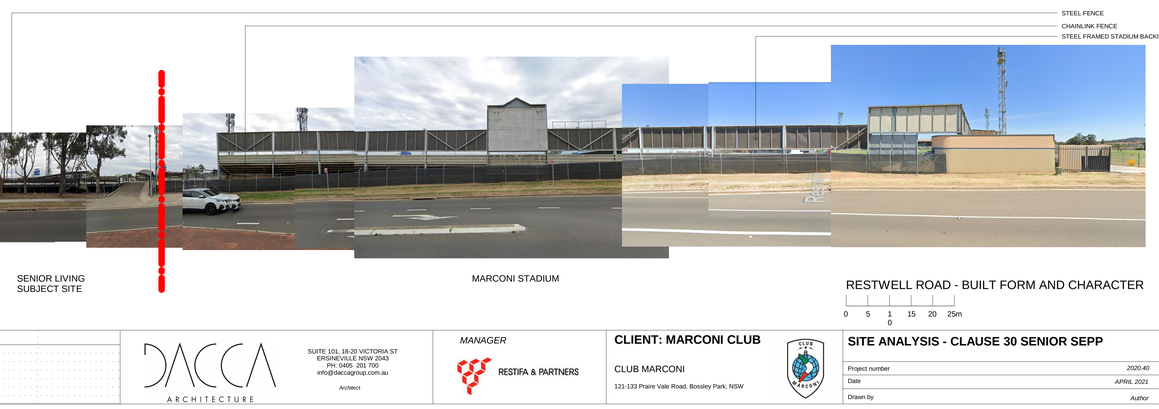


Figure 13: Accessibility of site (red star) by public transport via bus route 817.

ACCESSIBILITY OF SITE VIA BUS ROUTE 817



SWIAA RETIREMENT VILLAGE



RESTWELL ROAD - BUILT FORM AND CHARACTER

0 5 1 15 20 25m

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G	DRAFT FOR CONSULTANT INPUT	12-01-2022
H	SECTION 34	19.01.22
I	Section 34 issue	20-01-2022

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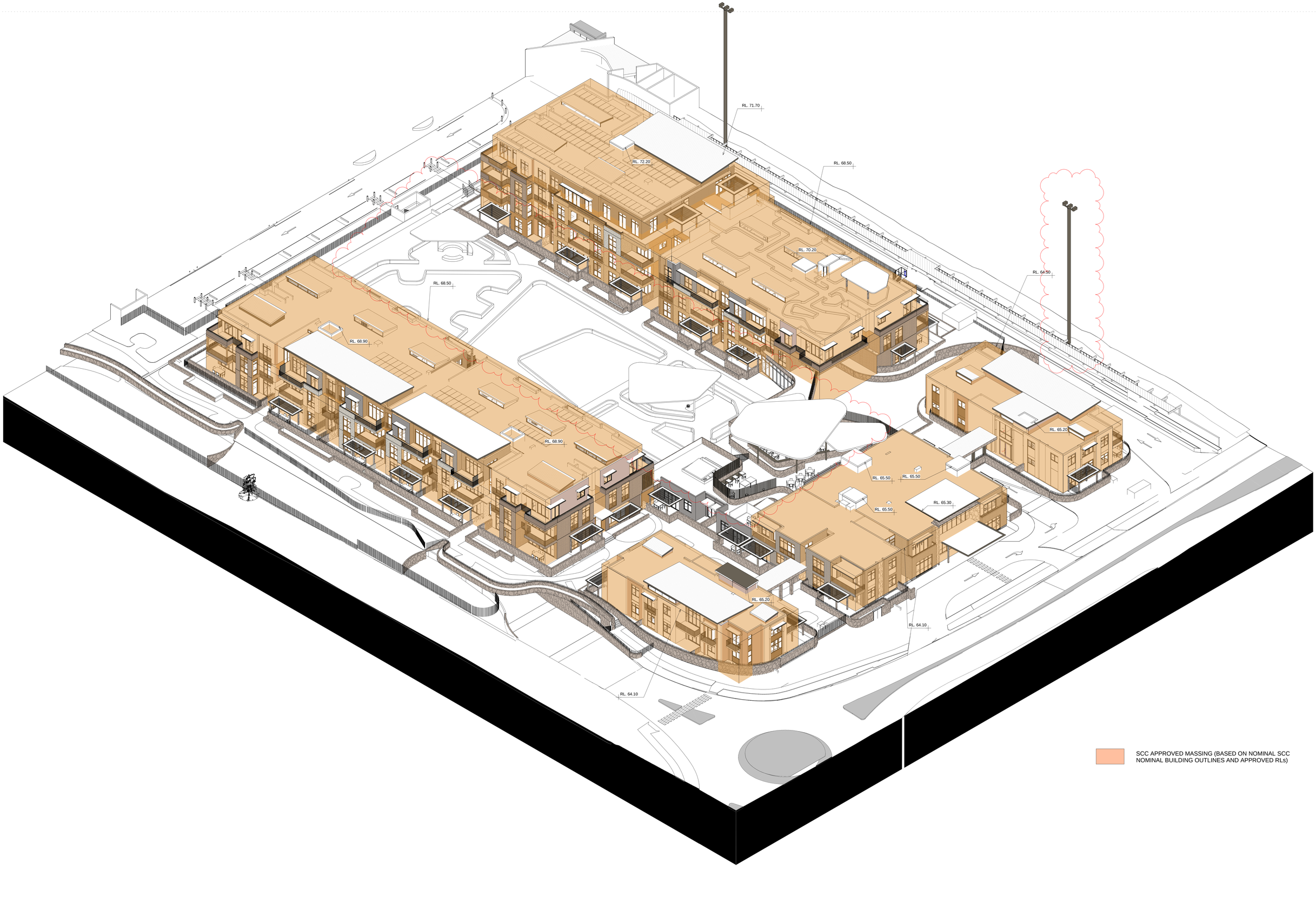
SITE ANALYSIS - CLAUSE 30 SENIOR SEPP

Project number	2020.40	DA0009	I
Date	APRIL 2021		
Drawn by	Author	Scale	As indicated

20/01/2022 8:19:42 AM



SCC APPROVED MASSING (BASED ON NOMINAL SCC NOMINAL BUILDING OUTLINES AND APPROVED RLs)

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RESTIFA & PARTNERS

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CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

ENVELOPE PLANE DIAGRAM

Project number	2020.40	DA0011	F
Date	APRIL 2021		
Drawn by	SR	Scale	1 : 20

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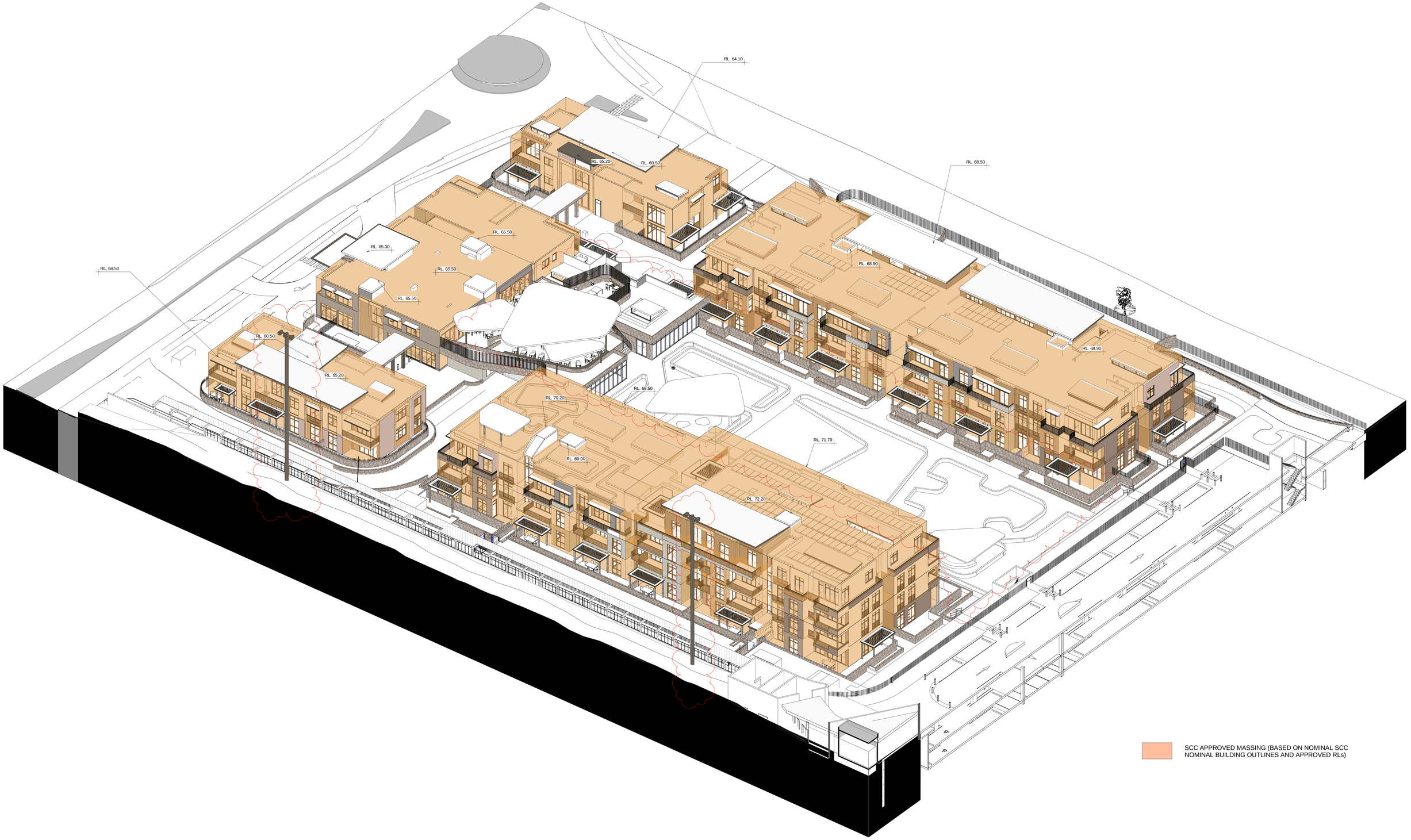

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CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

ENVELOPE PLANE DIAGRAM

Project number	2020.40	DA0012	F
Date	APRIL 2021		
Drawn by	Author	Scale	1 : 20

20/01/2022 3:35:37 AM



1 DA3100 CP LEVEL -2 PLAN
Scale: 1 : 200

0 2 4 6 8 10 m

CLUB PARKING

PROPOSED NEW GF PARKING	332	8 accessible spaces
CP LEVEL -2	463	15 accessible spaces
CP LEVEL -1	174	7 accessible spaces
TOTAL NEW CLUB PARKING : 969		

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RESTIFA & PARTNERS

CLIENT: MARCONI CLUB
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121-133 Praire Vale Road, Bossley Park, NSW

CARPARK LEVEL -2 PLAN

Project number	2020.40	DA1000	H
Date	APRIL 2021		
Drawn by	Author	Scale 1 : 200	

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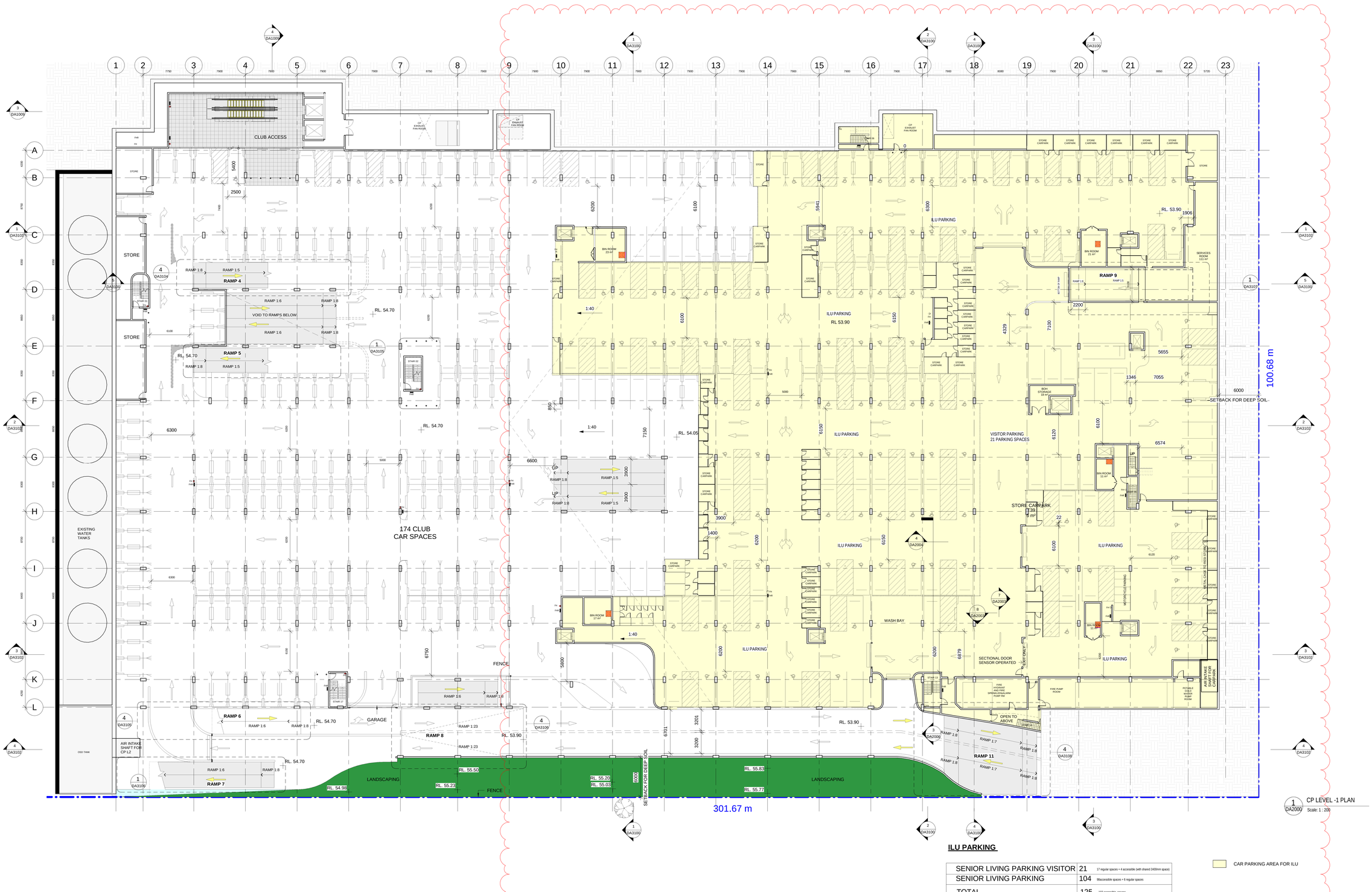

1 CP LEVEL -1 PLAN
DA2000 Scale: 1 : 200

ILU PARKING

SENIOR LIVING PARKING VISITOR	21	17 regular spaces + 4 accessible (with shared 2400mm space)
SENIOR LIVING PARKING	104	98accessible spaces + 6 regular spaces
TOTAL	125	102 acessible spaces

CAR PARKING AREA FOR ILU

0 2 4 6 8 10 m

NOTES:

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No.	Description	Date
E	SECTION 34 FINAL REVIEW	11-11-2021
F	SECTION 34 ISSUE	15-11-2021
G	DRAFT FOR CONSULTANT INPUT	12-01-2022
H	SECTION 34	19.01.22
I	Section 34 issue	20-01-2022

DACCA ARCHITECTURE
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ERSINEVILLE NSW 2043
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Archiref 9248

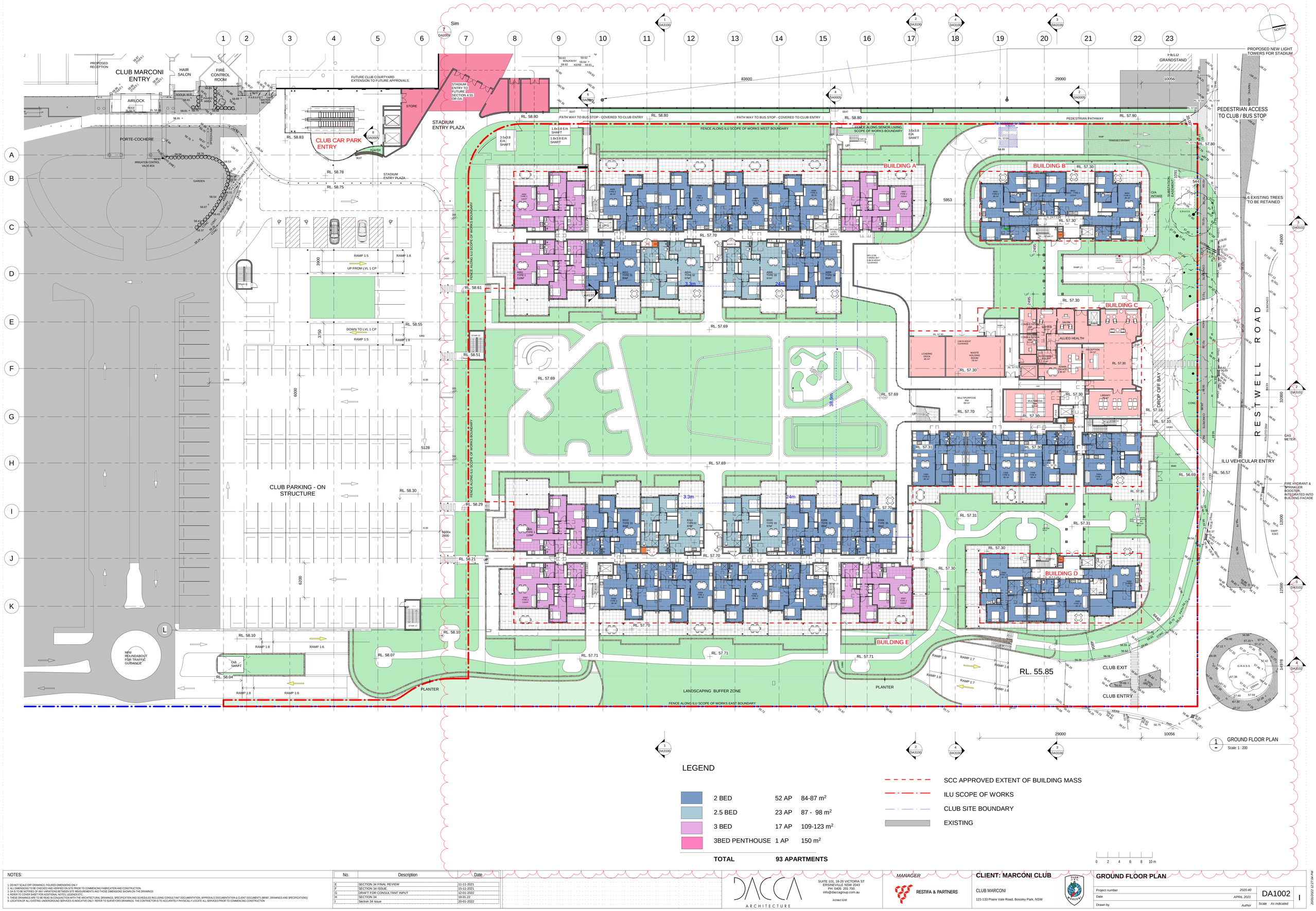
MANAGER
RESTIFA & PARTNERS

CLIENT: MARCONI CLUB
CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

CARPARK LEVEL -1 PLAN

Project number	2020.40	DA1001	I
Date	APRIL 2021		
Drawn by	Author	Scale As indicated	

30/01/2022 12:35:42 PM



GROUND FLOOR PLAN

Scale: 1 : 200

LEGEND

	2 BED	52 AP	84-87 m^2
	2.5 BED	23 AP	87 - 98 m^2
	3 BED	17 AP	109-123 m^2
	3BED PENTHOUSE	1 AP	150 m^2
	TOTAL	**93 APARTMENTS**	

- SCC APPROVED EXTENT OF BUILDING MASS
- ILU SCOPE OF WORKS
- CLUB SITE BOUNDARY
- EXISTING

0 2 4 6 8 10 m

NOTES:

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MANAGER
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CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

GROUND FLOOR PLAN

Project number	2020.40	DA1002	I
Date	APRIL 2021		
Drawn by	Author	Scale	As indicated

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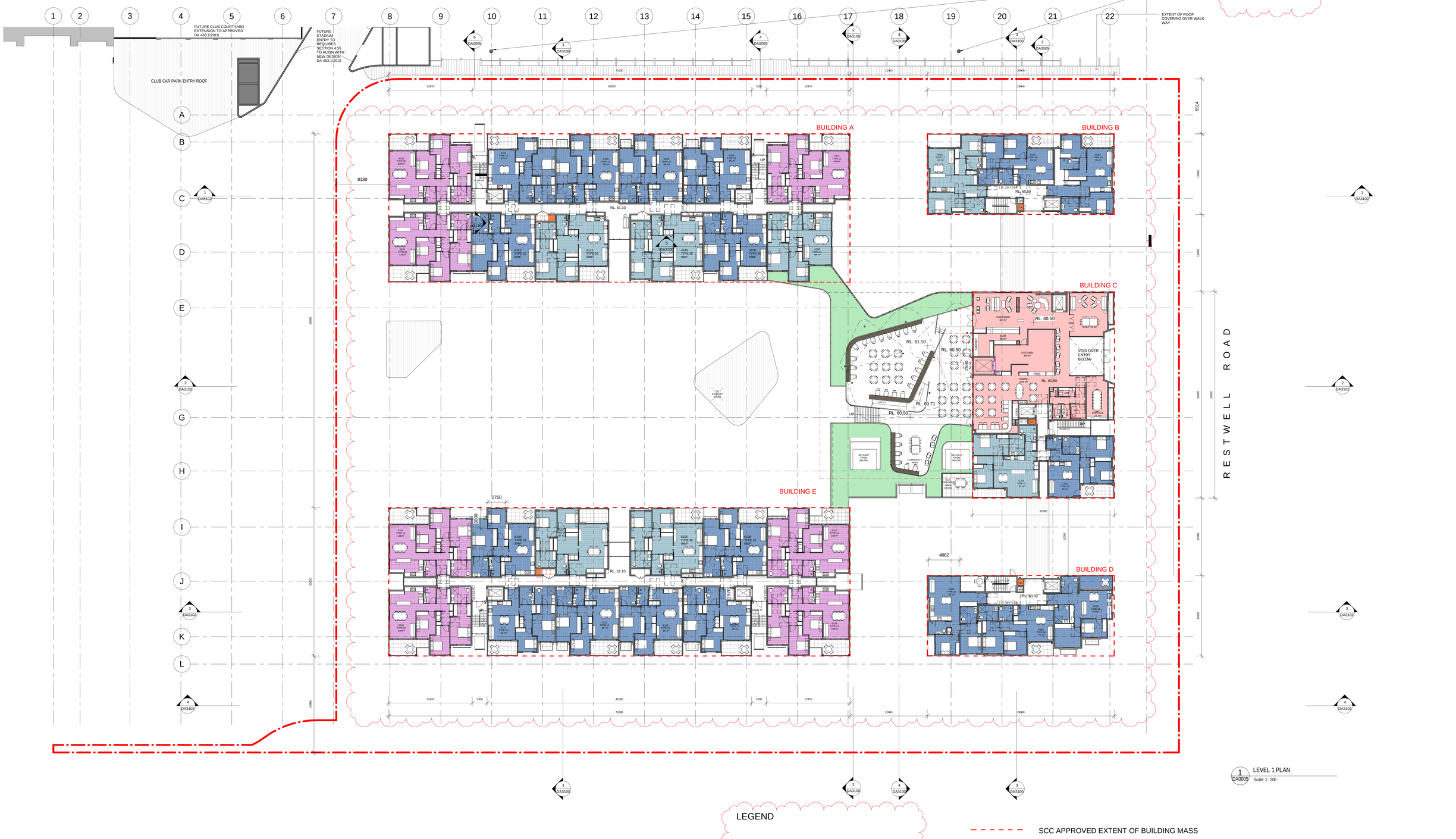

1 DA0005 LEVEL 1 PLAN
Scale: 1 : 200

0 2 4 6 8 10 m

LEGEND

2 BED	52 AP	84-87 m²
2.5 BED	23 AP	87 - 98 m²
3 BED	17 AP	109-123 m²
3BED PENTHOUSE	1 AP	150 m²
TOTAL	**93 APARTMENTS**	

- SCC APPROVED EXTENT OF BUILDING MASS
- ILU SCOPE OF WORKS
- CLUB SITE BOUNDARY
- EXISTING

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E	SECTION 34 FINAL REVIEW	11-11-2021
F	SECTION 34 ISSUE	15-11-2021
G	DRAFT FOR CONSULTANT INPUT	12-01-2022
H	SECTION 34	19.01.22
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121-133 Praire Vale Road, Bossley Park, NSW

LEVEL 1 PLAN

Project number	2020.40	DA1003	I
Date	APRIL 2021		
Drawn by	Author	Scale	As indicated

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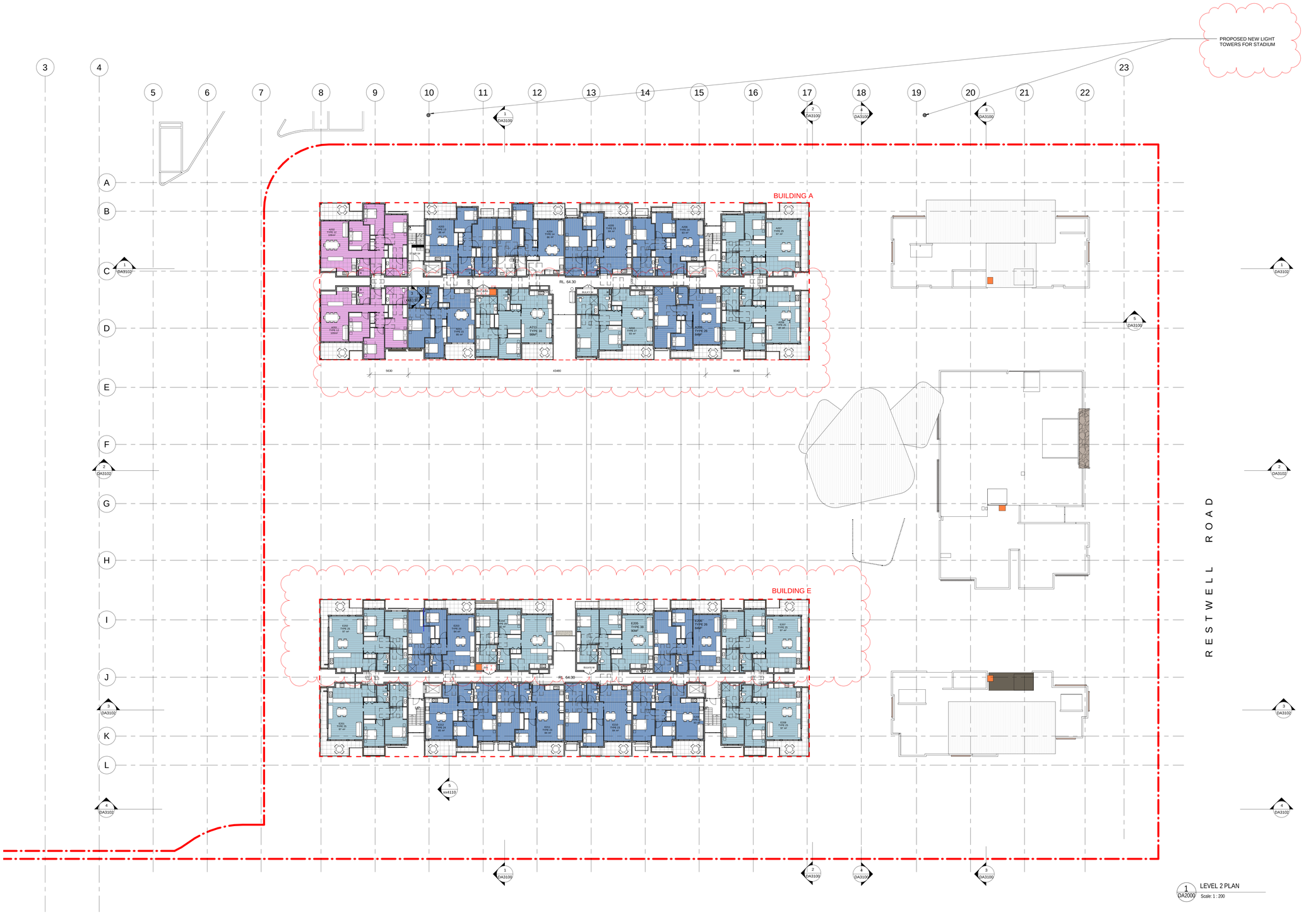

LEGEND

	2 BED	52 AP	84-87 m²
	2.5 BED	23 AP	87 - 98 m²
	3 BED	17 AP	109-123 m²
	3BED PENTHOUSE	1 AP	150 m²
	TOTAL	**93 APARTMENTS**	

- SCC APPROVED EXTENT OF BUILDING MASS
- ILU SCOPE OF WORKS
- CLUB SITE BOUNDARY
- EXISTING

0 2 4 6 8 10 m

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G	DRAFT FOR CONSULTANT INPUT	12-01-2022
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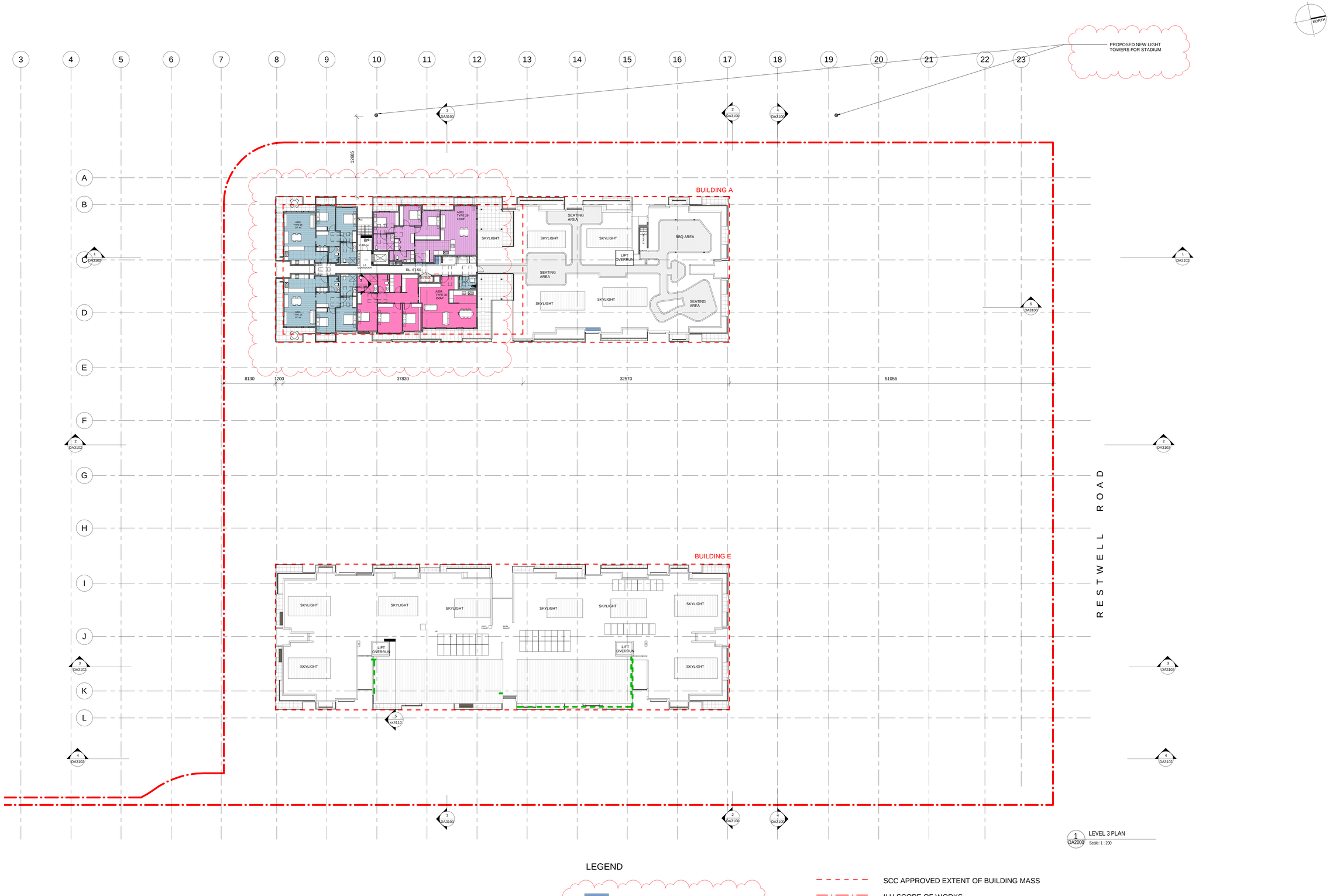
121-133 Praire Vale Road, Bossley Park, NSW

LEVEL 2 PLAN

Project number	2020.40	DA1004	I
Date	APRIL 2021		
Drawn by	Author	Scale	As indicated

20/01/2022 12:27:34 PM



1 DA2000 LEVEL 3 PLAN
Scale: 1 : 200

LEGEND

	2 BED	52 AP	84-87 m²
	2.5 BED	23 AP	87 - 98 m²
	3 BED	17 AP	109-123 m²
	3BED PENTHOUSE	1 AP	150 m²
	TOTAL	**93 APARTMENTS**	

SCC APPROVED EXTENT OF BUILDING MASS
ILU SCOPE OF WORKS
CLUB SITE BOUNDARY
EXISTING

0 2 4 6 8 10 m

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F	SECTION 34 ISSUE	15-11-2021
G	DRAFT FOR CONSULTANT INPUT	12-01-2022
H	SECTION 34	19.01.22
I	Section 34 issue	20-01-2022

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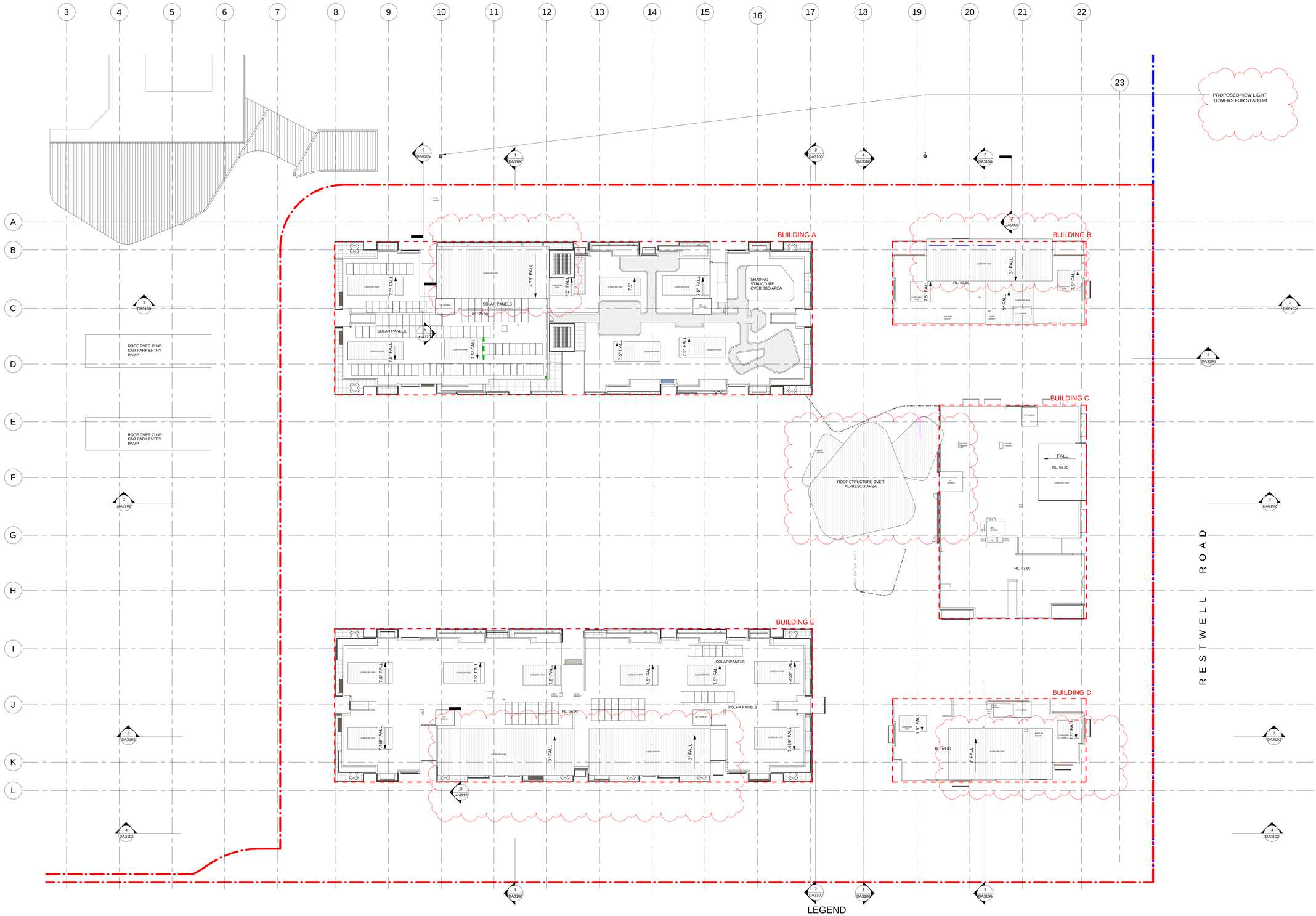
LEVEL 3 PLAN

Project number	2020.40	DA1005	I
Date	APRIL 2021		
Drawn by	Author	Scale As indicated	

2001/2022 12:27:30 PM



1 DA2000 ROOF LEVEL
Scale: 1 : 200

LEGEND

2 BED	52 AP	84-87 m²
2.5 BED	23 AP	87 - 98 m²
3 BED	17 AP	109-123 m²
3BED PENTHOUSE	1 AP	150 m²
TOTAL	**93 APARTMENTS**	

SCC APPROVED EXTENT OF BUILDING MASS
ILU SCOPE OF WORKS
CLUB SITE BOUNDARY
EXISTING

0 2 4 6 8 10 m

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F	SECTION 34 ISSUE.	15-11-2021
G	DRAFT FOR CONSULTANT INPUT	12-01-2022
H	SECTION 34	19.01.22
I	Section 34 issue	20-01-2022

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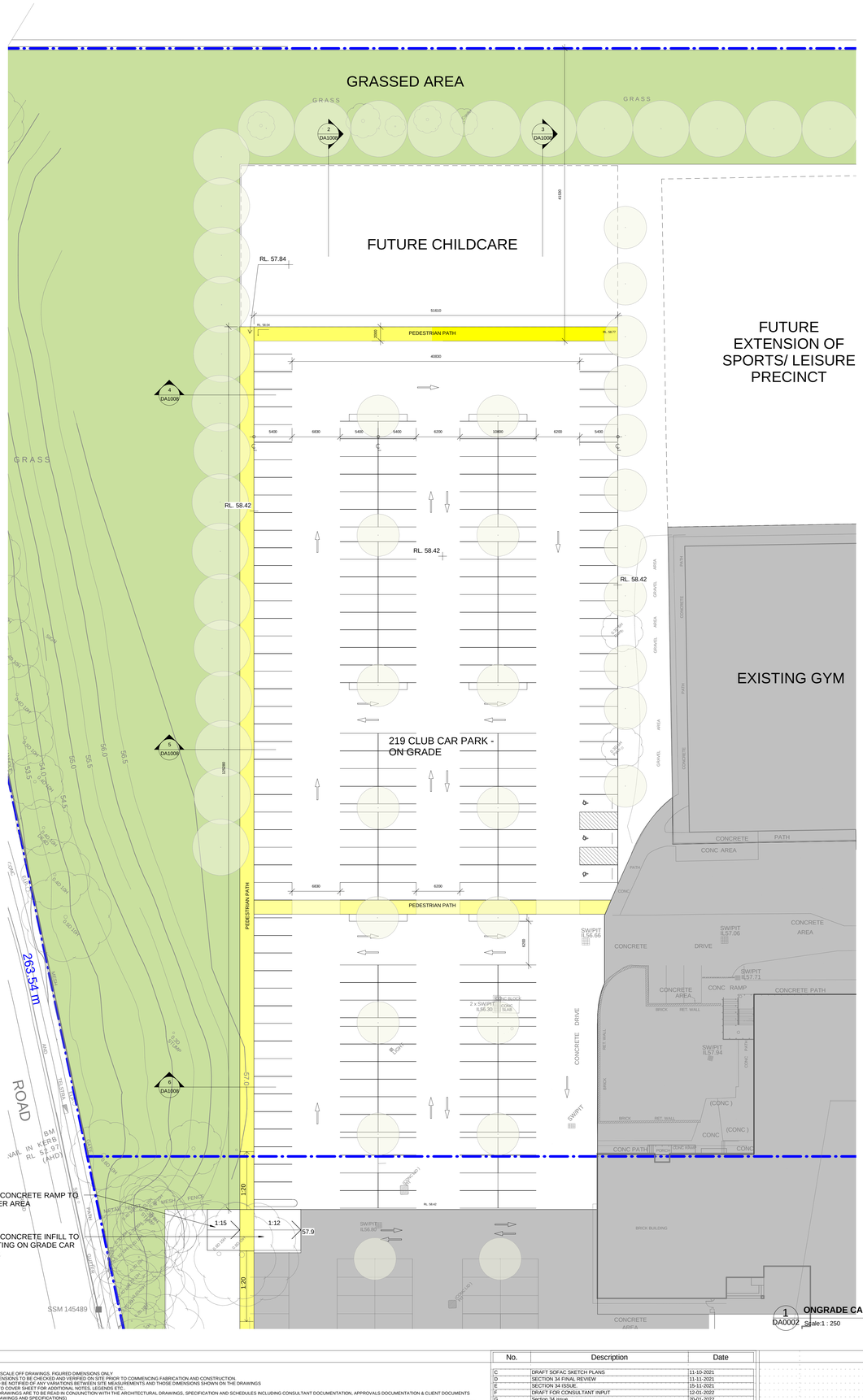
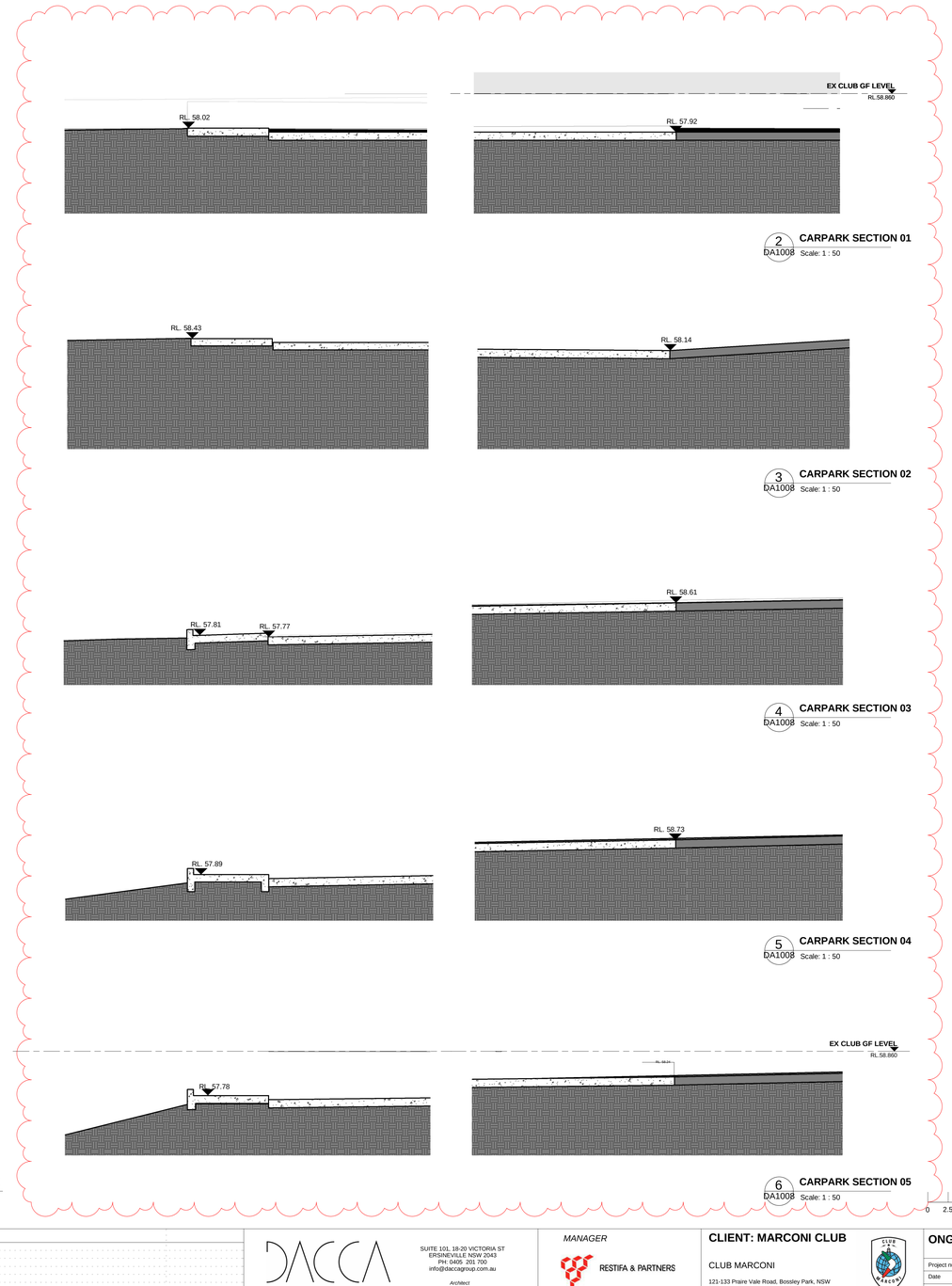
ROOF PLAN

Project number	2020.40
Date	APRIL 2021
Drawn by	Author

DA1006 I
Scale As indicated

2001/2022 12:27:36 PM





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No.	Description	Date
C	DRAFT SOFAC SKETCH PLANS	11-10-2021
D	SECTION 34 FINAL REVIEW	11-11-2021
E	SECTION 34 ISSUE	15-11-2021
F	DRAFT FOR CONSULTANT INPUT	12-01-2022
G	Section 34 issue	20-01-2022

DACCA ARCHITECTURE
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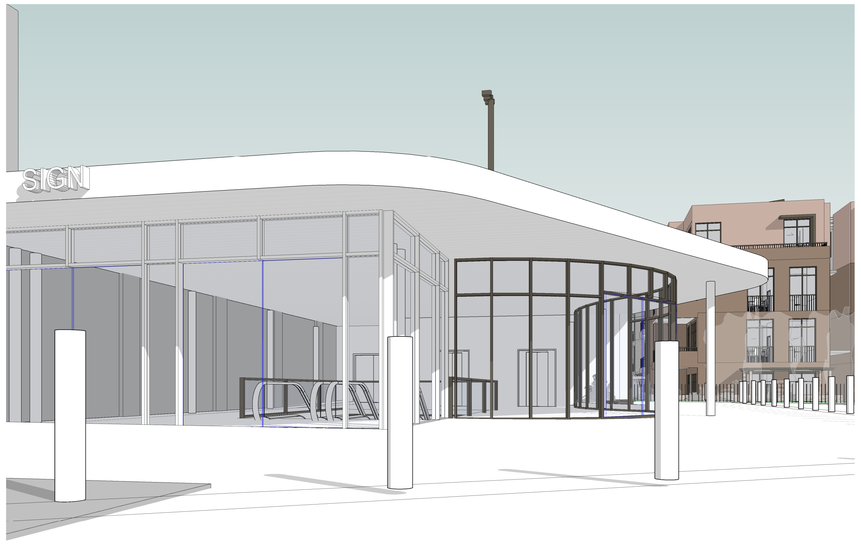
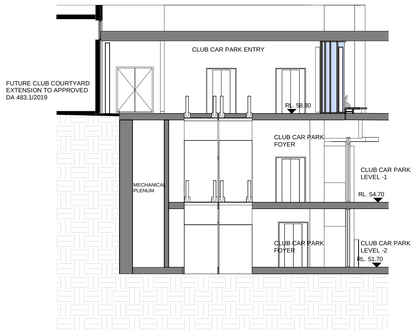
CLIENT: MARCONI CLUB
CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

ONGRADE SOUTH CARPARK

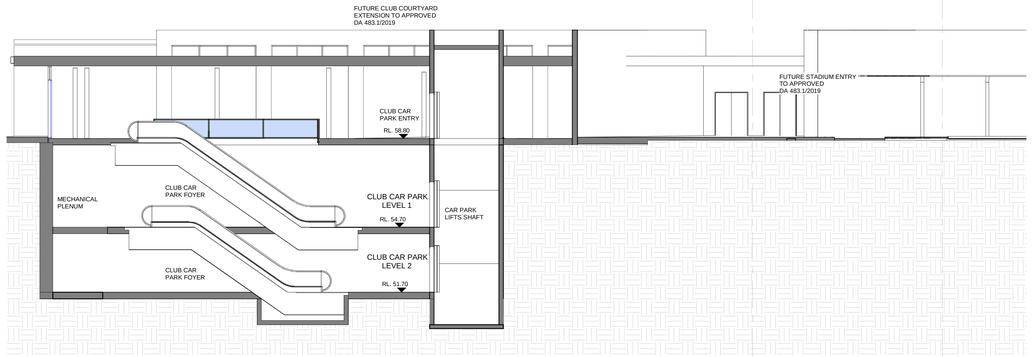
Project number	2020.40	DA1008	G
Date	APRIL 2021		
Drawn by	Author	Scale	As indicated

20/01/2022 3:22:16 AM

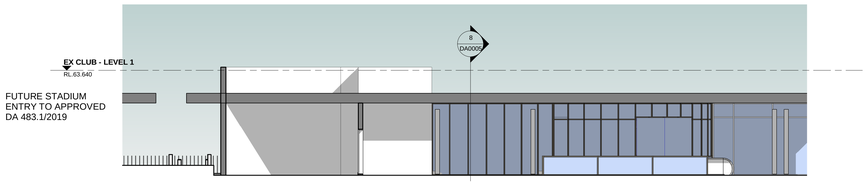




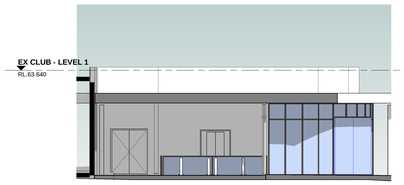
4 DA1001 **CLUB CAR PARK ENTRY SECTION 2**
Scale: 1 : 100



3 DA1001 **CLUB CAR PARK ENTRY SECTION 1**
Scale: 1 : 100







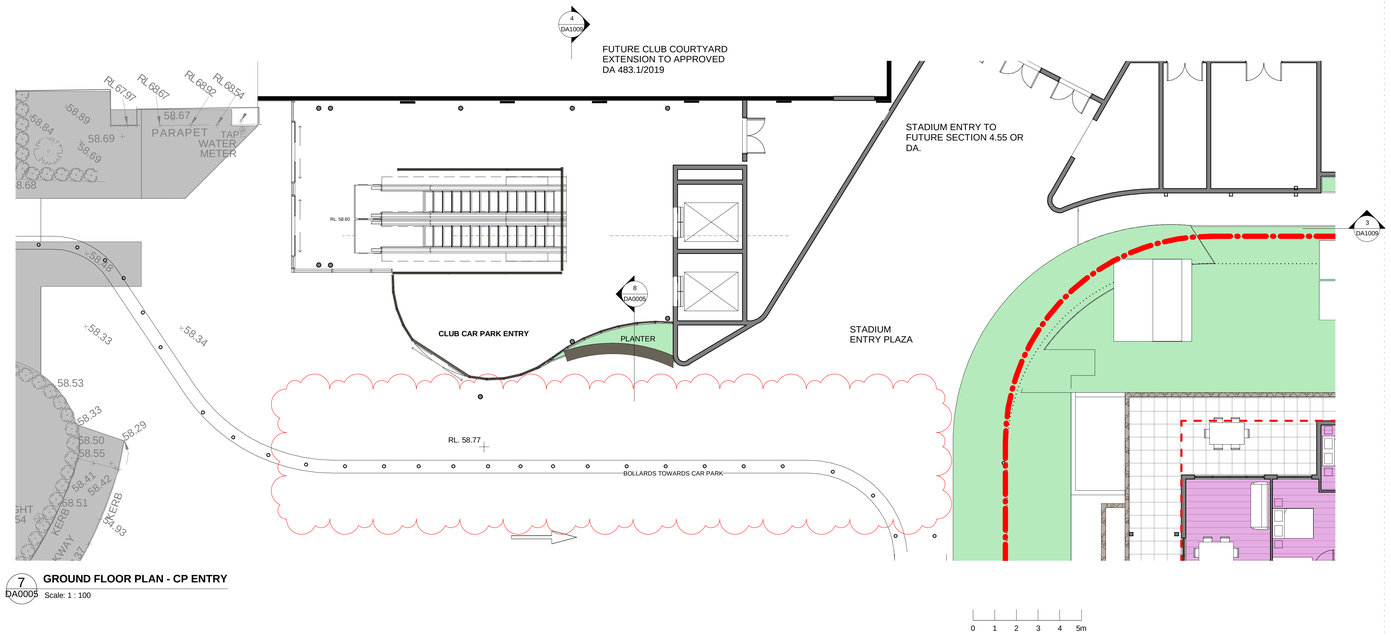
6 **CLUB CAR PARK ENTRY WESTERN ELEVATION**
Scale: 1 : 100

1 **CLUB CAR PARK ENTRY EASTERN ELEVATION**
Scale: 1 : 100

5 **CLUB CAR PARK ENTRY SOUTHERN ELEVATION**
Scale: 1 : 100



2 **3D View - CAR PARK ENTRY 2**
Scale:



7 DA0005 **GROUND FLOOR PLAN - CP ENTRY**
Scale: 1 : 100

NOTE
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No.	Description	Date
A	ISSUED FOR DA	23-04-2020
B	Section 34	21-10-2021
C	SECTION 34 FINAL REVIEW	11-11-2021
D	SECTION 34 ISSUE	15-11-2021
E	Section 34 issue	20-01-2022

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Architect

MANAGER
RESTIFA & PARTNERS

CLIENT: MARCONI CLUB
CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

BASEMENT CAR PARK ENTRY

Project number	2020.40	DA1009	E
Date	APRIL 2021		
Drawn by	SR	Scale 1 : 100	

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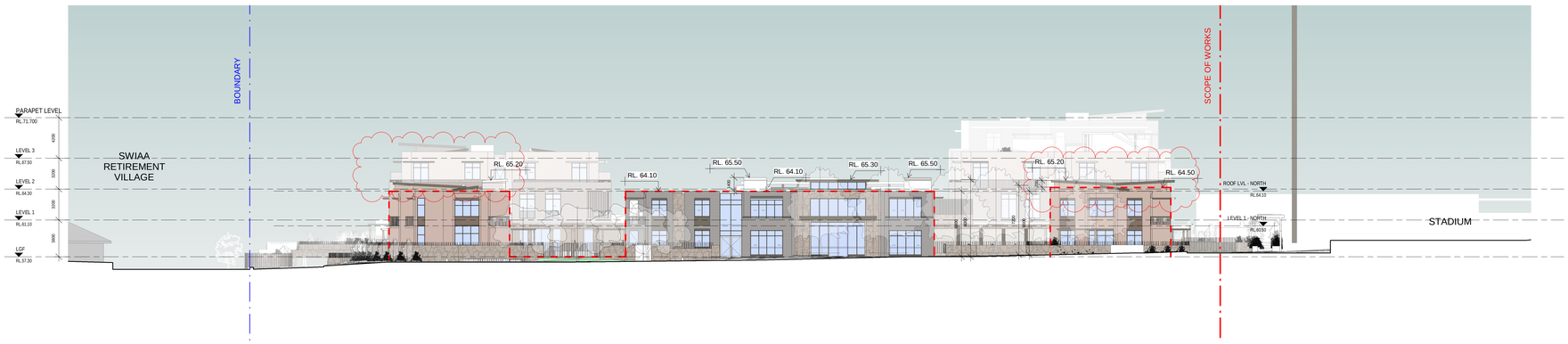
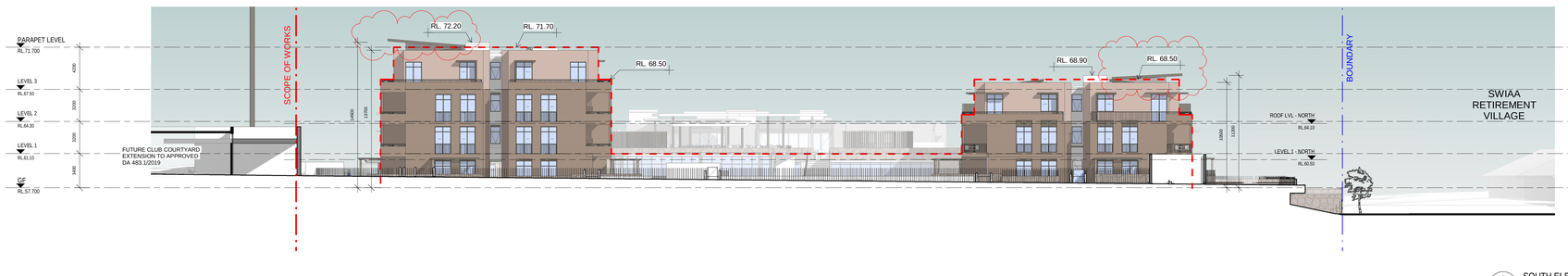


1 SK0003 NORTH ELEVATION
Scale: 1 : 200



2 SK0002 SOUTH ELEVATION
Scale: 1 : 200



3 SK0002 EAST ELEVATION
Scale: 1 : 200

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C	Section 34	21-10-2021
D	SECTION 34 FINAL REVIEW	11-11-2021
E	SECTION 34 ISSUE.	15-11-2021
F	SECTION 34	19.01.22
G	Section 34 issue	20-01-2022

DACCA ARCHITECTURE
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MANAGER
RESTIFA & PARTNERS

CLIENT: MARCONI CLUB
CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

ELEVATIONS 1

Project number	2020.40
Date	APRIL 2021
Drawn by	Author

DA2000 G
Scale 1 : 200

20/01/2022 10:30:38 AM



2 SK0002 WEST ELEVATION
Scale: 1 : 200



1 SK0002 EAST ELEVATION - CENTRE
Scale: 1 : 200



3 SK0002 WEST ELEVATION - CENTRE
Scale: 1 : 200

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DACCA ARCHITECTURE
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EPS/NEVILLE NSW 2043
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Architect 9248

MANAGER
RESTIFA & PARTNERS

CLIENT: MARCONI CLUB
CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

ELEVATIONS 2

Project number	2020.40	DA2001	G
Date	APRIL 2021		
Drawn by	Author	Scale 1 : 200	

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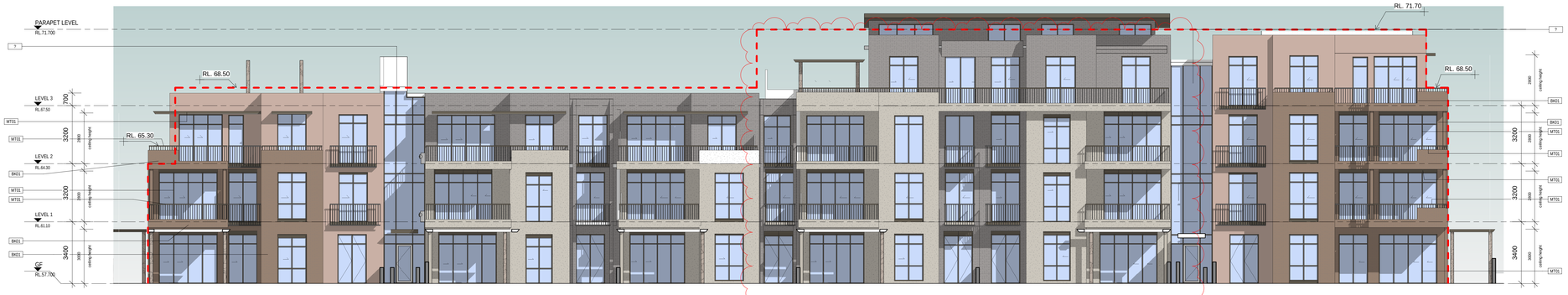


1 SK0002 BUILDING A - WESTERN FACADE
Scale: 1 : 100



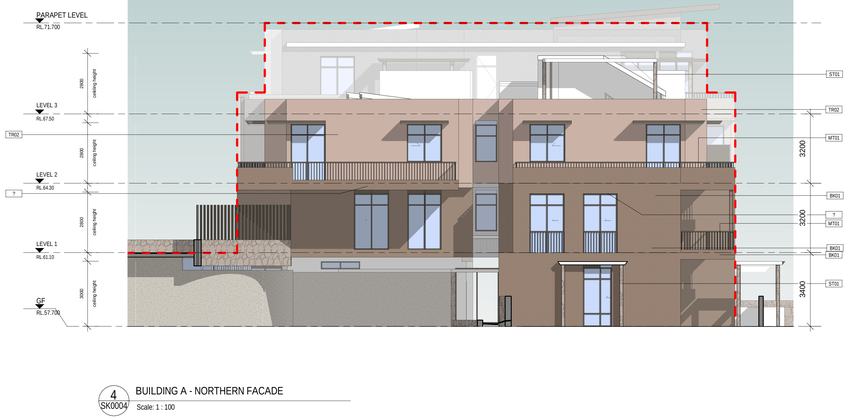
3 BUILDING A - EASTERN FACADE
Scale: 1 : 100



2 SK0002 BUILDING A - SOUTHERN FACADE
Scale: 1 : 100



7 BUILDING A - SOUTH-EAST PERSPECTIVE
Scale:



4 SK0004 BUILDING A - NORTHERN FACADE
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8 BUILDING A - SOUTHERN PERSPECTIVE
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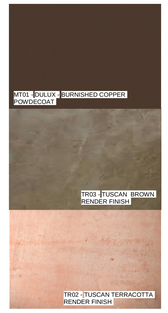


BUILDING B AND D



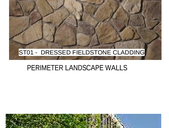
BUILDING C



BUILDING A AND E



BUILDING A AND E



PERIMETER LANDSCAPE WALLS



NOTES:

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BUILDING A ELEVATIONS

Project number	2020.40	DA2002	F
Date	APRIL 2021		
Drawn by	SR	Scale	As indicated

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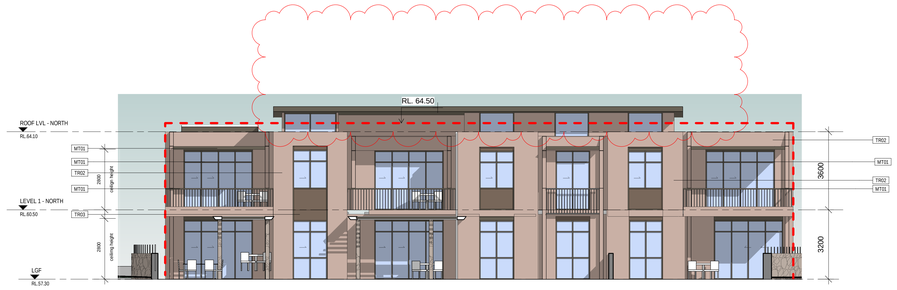

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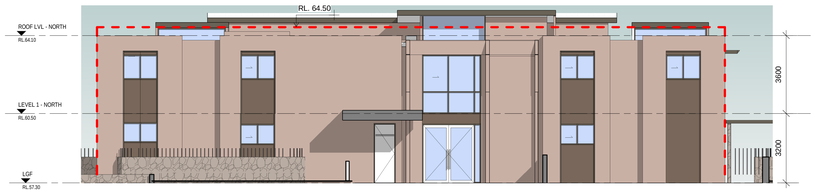


3 BUILDING B - EASTERN FACADE
Scale: 1 : 100



4 SK0004 BUILDING B - SOUTHERN FACADE
Scale: 1 : 100



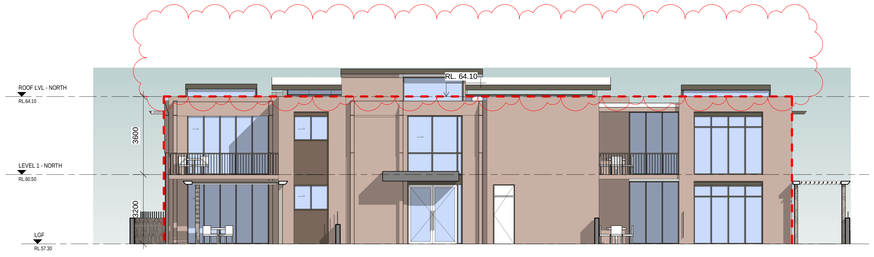
1 SK0002 BUILDING B - NORTHERN FACADE
Scale: 1 : 100



9 BUILDING B - NORTH-EASTERN PERSPECTIVE
Scale:



10 BUILDING B - NORTH-WESTERN PERSPECTIVE
Scale:



8 DA1001 BUILDING D - WESTERN FACADE
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5 SK0002 BUILDING D - EASTERN FACADE
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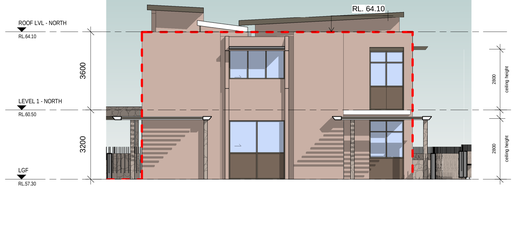


7 DA1001 BUILDING D - SOUTHERN FACADE
Scale: 1 : 100



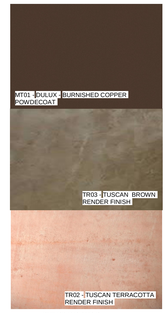
6 SK0002 BUILDING D - NORTHERN FACADE
Scale: 1 : 100



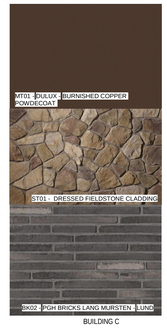
11 BUILDING D - NORTH-EASTERN PERSPECTIVE
Scale:



12 BUILDING D - SOUTH-WESTERN PERSPECTIVE
Scale:



BUILDING B AND D



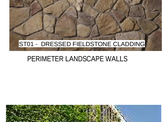
BUILDING C



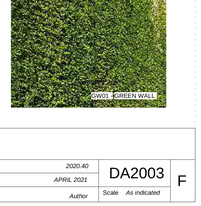
BUILDING A AND E



BUILDING A AND E



PERIMETER LANDSCAPE WALLS



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BUILDING B & D ELEVATIONS

Project number	2020.40	DA2003	F
Date	APRIL 2021		
Drawn by	Author	Scale	As indicated

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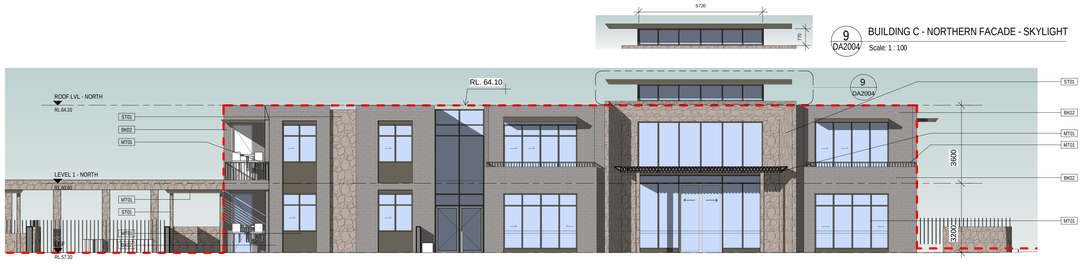
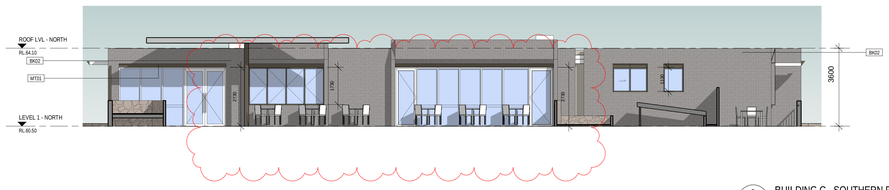
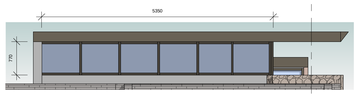


9 DA2004 — BUILDING C - NORTHERN FACADE - SKYLIGHT
Scale: 1 : 100

1 SK0002 — BUILDING C - NORTHERN FACADE
Scale: 1 : 100



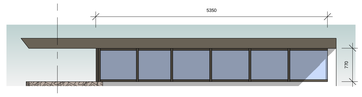
2 SK0004 — BUILDING C - SOUTHERN FACADE
Scale: 1 : 100



11 DA2004 — BUILDING C - EASTERN FACADE - SKYLIGHT
Scale: 1 : 50



4 DA1001 — BUILDING C - EASTERN FACADE
Scale: 1 : 100



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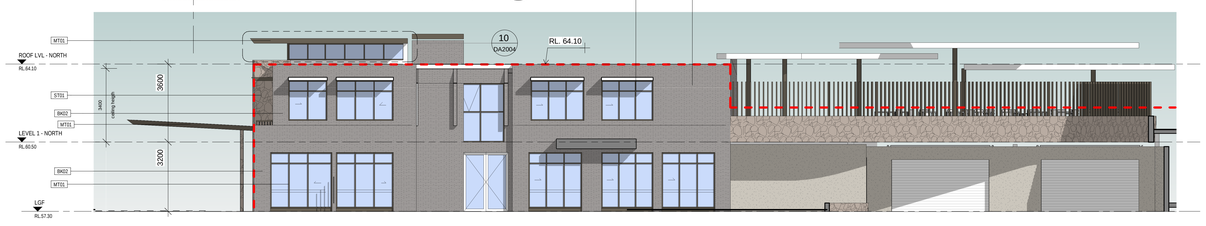


3 — BUILDING C - WESTERN FACADE
Scale: 1 : 100



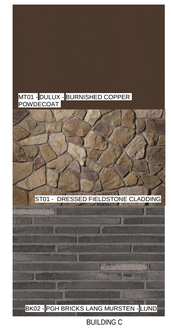
5 — BUILDING C - NORTH-EASTERN PERSPECTIVE
Scale:



6 — BUILDING C - SOUTH-EASTERN PERSPECTIVE
Scale:



BUILDING B AND D



BUILDING C



BUILDING A AND E



BUILDING A AND E



PERIMETER LANDSCAPE WALLS



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BUILDING C ELEVATIONS

Project number	2020.40	DA2004	F
Date	APRIL 2021		
Drawn by	SR	Scale	As indicated

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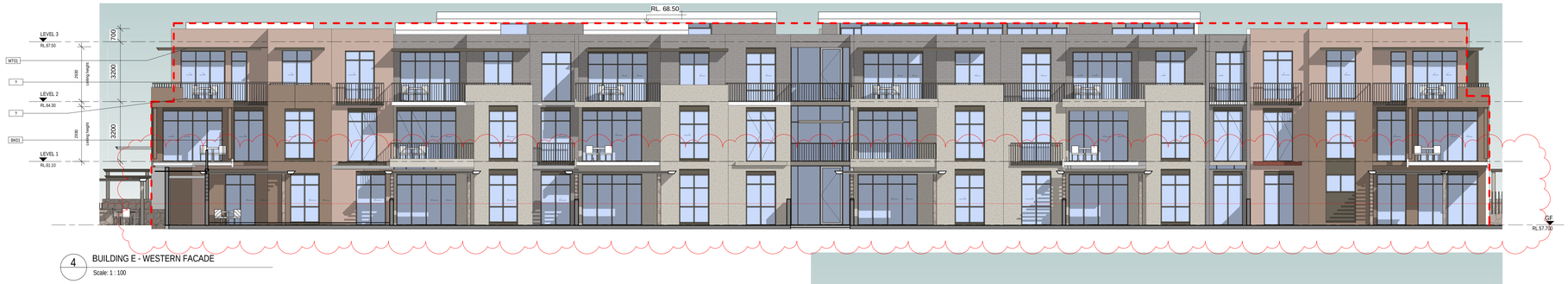
1 SK0002 BUILDING E - EASTERN FACADE

Scale: 1 : 100



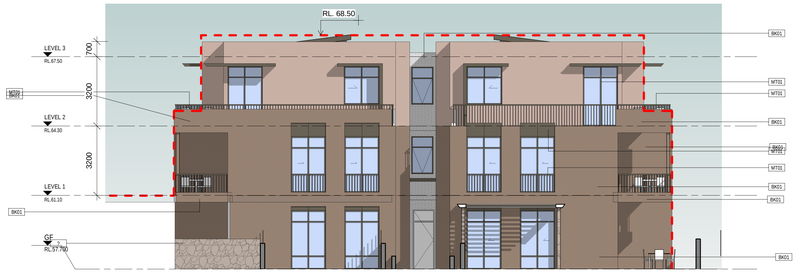
4 BUILDING E - WESTERN FACADE

Scale: 1 : 100



3 DA1001 BUILDING E - NORTHERN FACADE

Scale: 1 : 100



2 SK0002 BUILDING E - SOUTHERN FACADE

Scale: 1 : 100



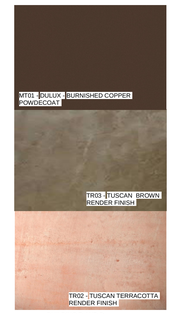
6 BUILDING E - SOUTH-EASTERN PERSPECTIVE

Scale:

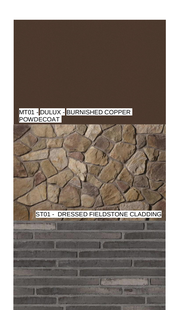


7 BUILDING E - NORTH-WESTERN PERSPECTIVE

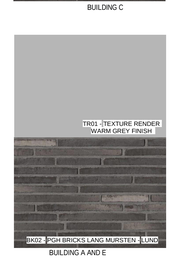
Scale:



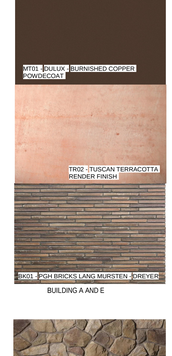
BUILDING B AND D



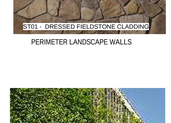
BUILDING C



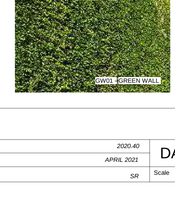
BUILDING A AND E



BUILDING A AND E



PERIMETER LANDSCAPE WALLS



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BUILDING E ELEVATIONS

Project number	2020.40	DA2006	F
Date	APRIL 2021		
Drawn by	SR	Scale	As indicated

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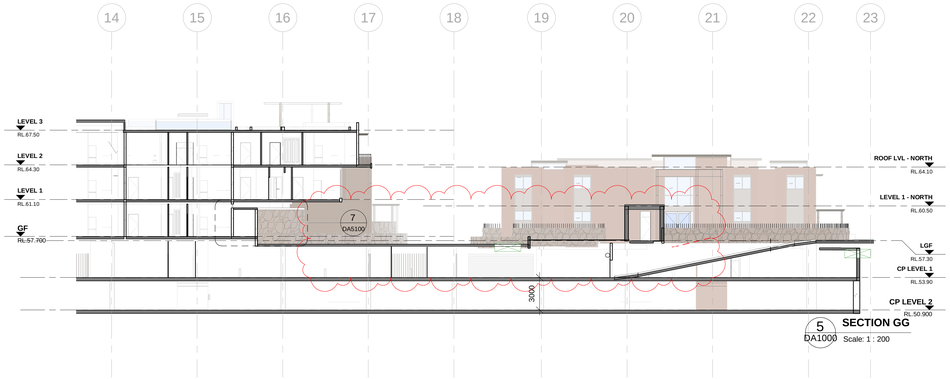
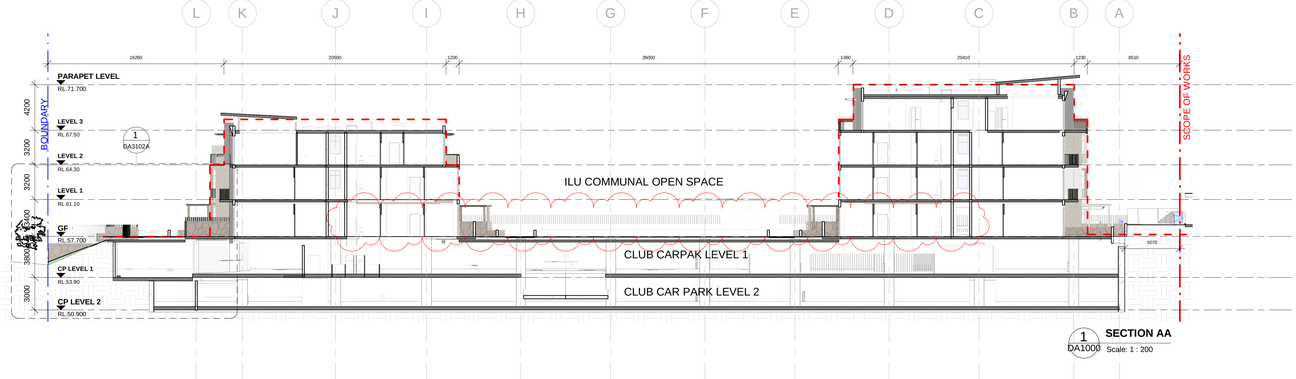
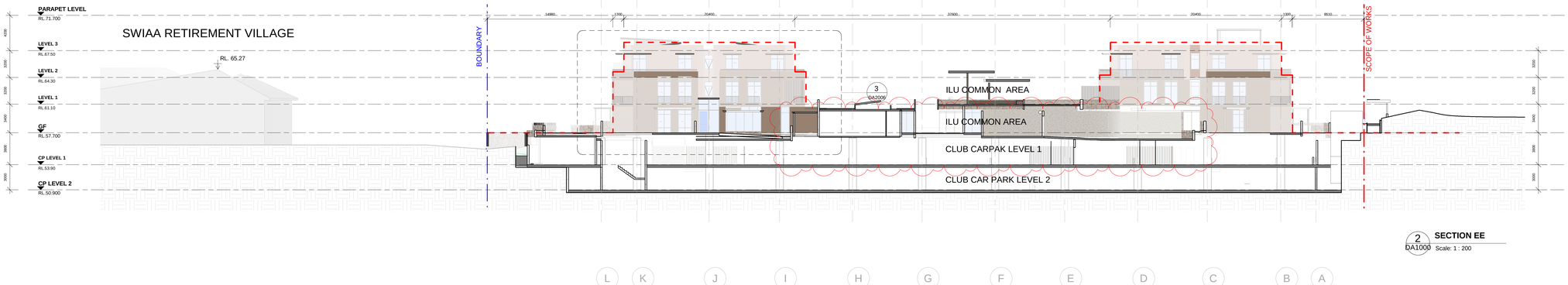


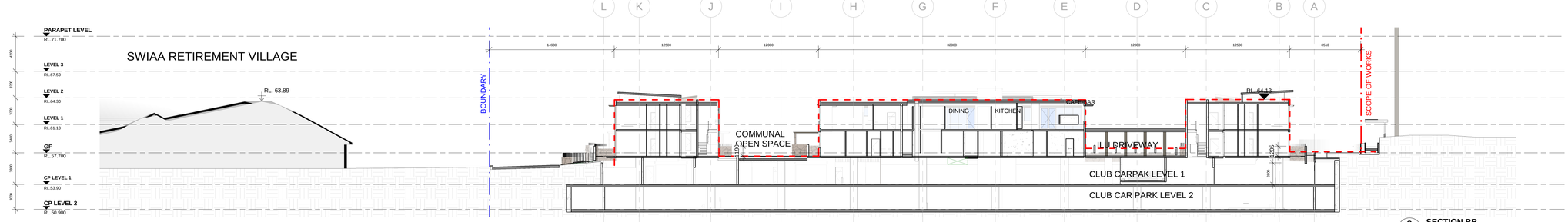
5 DA1000 **SECTION GG** Scale: 1 : 200



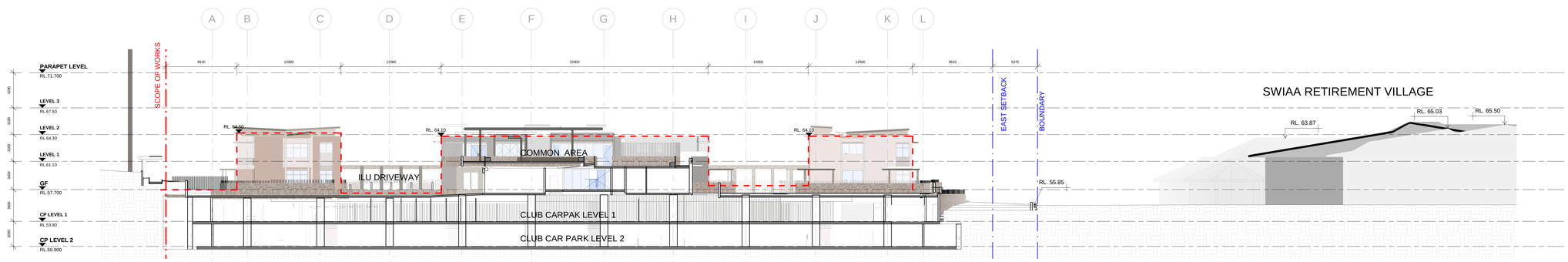
1 DA1000 **SECTION AA** Scale: 1 : 200



2 DA1000 **SECTION EE** Scale: 1 : 200



3 DA1000 **SECTION BB** Scale: 1 : 200



4 DA1000 **SECTIONDD** Scale: 1 : 200

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SECTIONS 01

Project number	*2020.40*	DA3100	G
Date	*APRIL 2021*		
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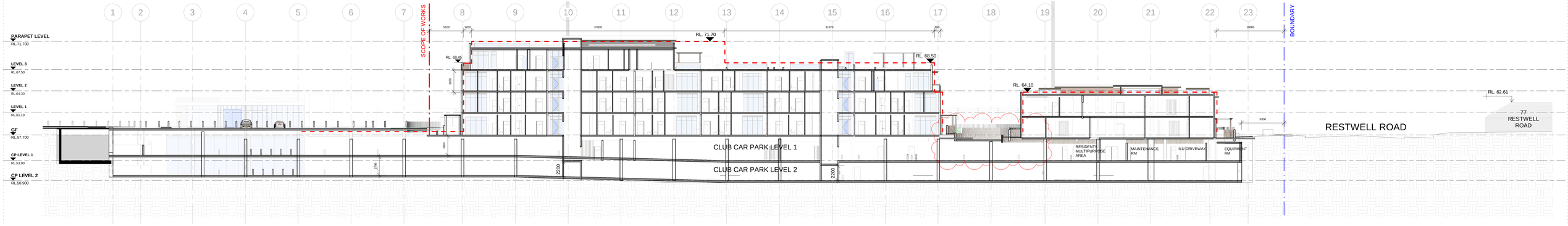

1 DA1000 **LONG SECTION**
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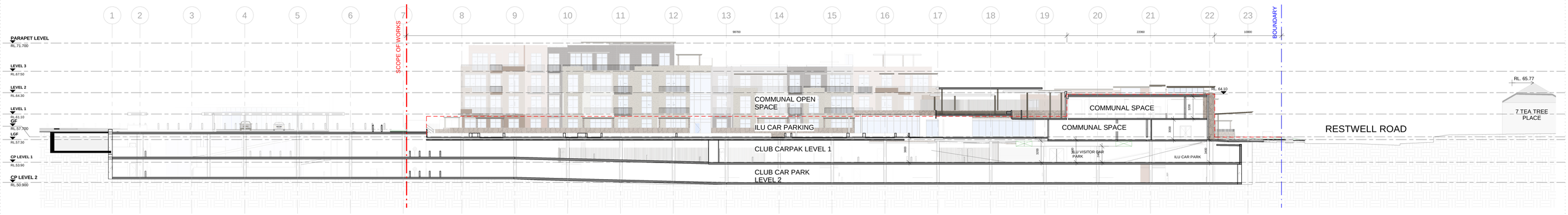

2 DA1000 **LONG SECTION 02**
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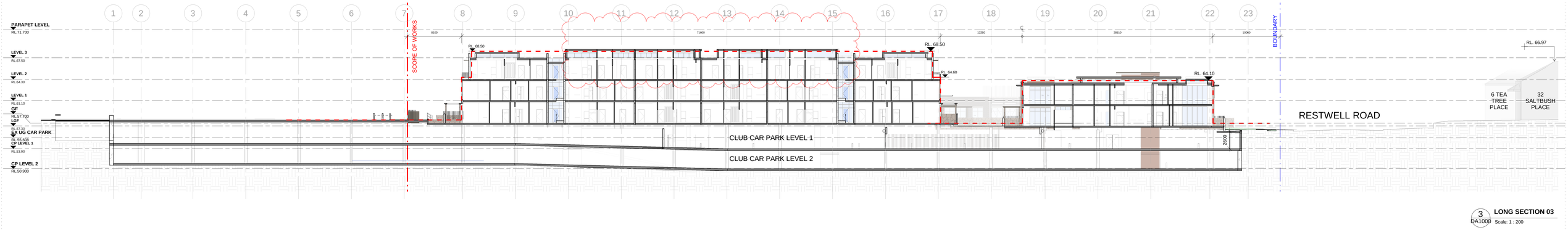

3 DA1000 **LONG SECTION 03**
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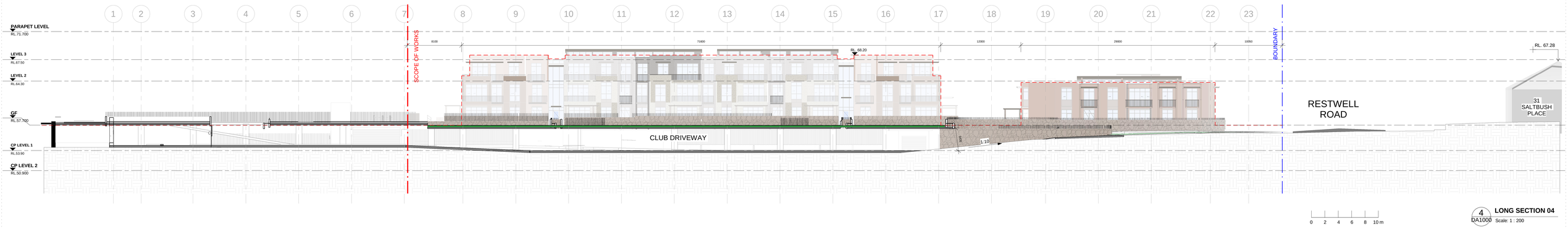

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4 DA1000 **LONG SECTION 04**
Scale: 1 : 200

NOTE
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No.	Description	Date
C	Secton 34	21-10-2021
D	SECTION 34 FINAL REVIEW	11-11-2021
E	SECTION 34 ISSUE.	15-11-2021
F	SECTION 34	19.01.22
G	Section 34 issue	20-01-2022

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SECTIONS 02

Project number	2020.40	DA3102	G
Date	APRIL 2021		
Drawn by	Author	Scale	1 : 200

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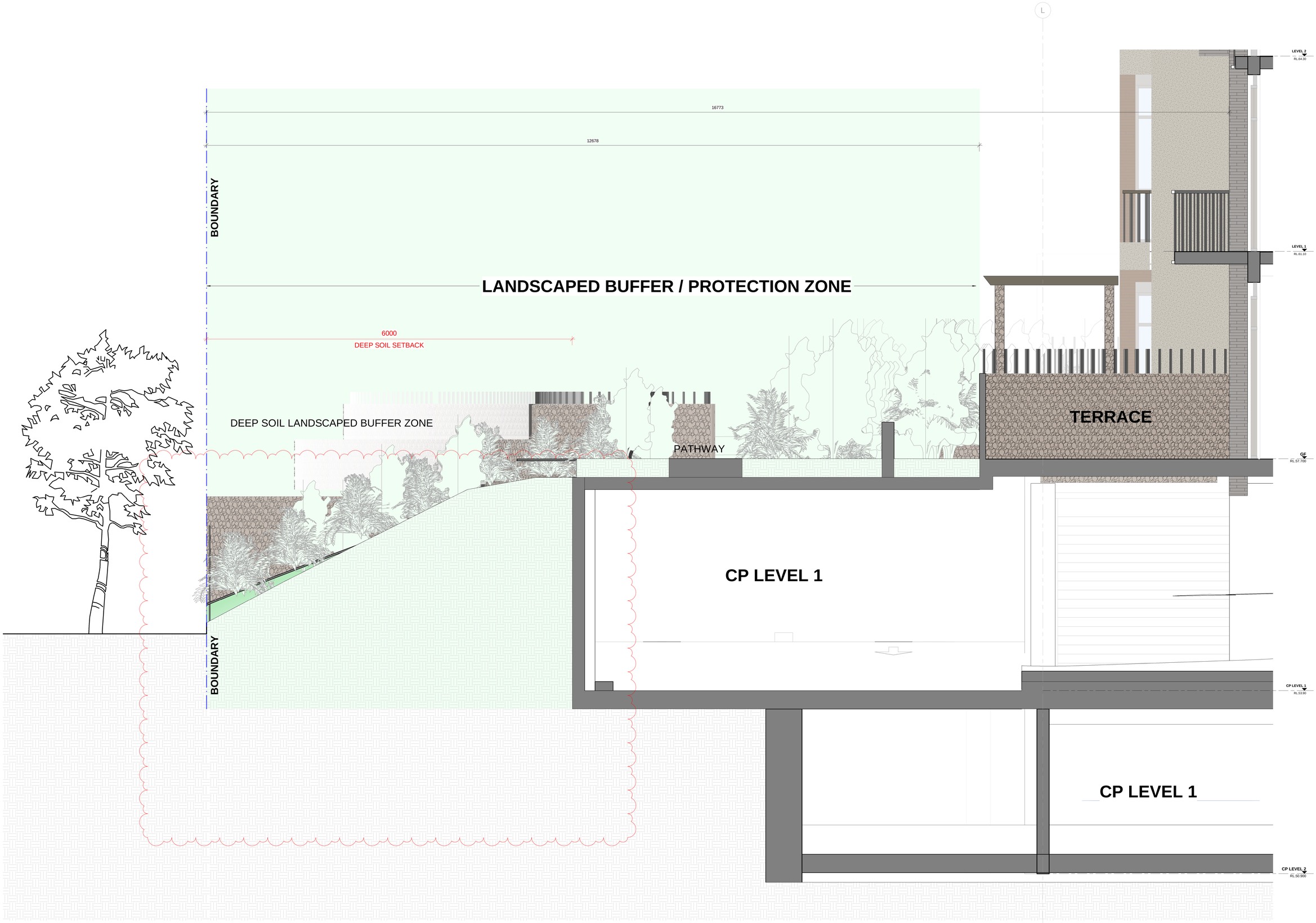

1 DA3100 **SECTION AA - Callout 1**
Scale: 1 : 20

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No.	Description	Date
A	SECTION 34 ISSUE	15-11-2021
B	SECTION 34	19.01.22
C	Section 34 issue	20-01-2022

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SECTION A-A CALLOUT

Project number	2020-40	DA3102A	C
Date	APRIL 2021		
Drawn by	Author	Scale	1 : 20

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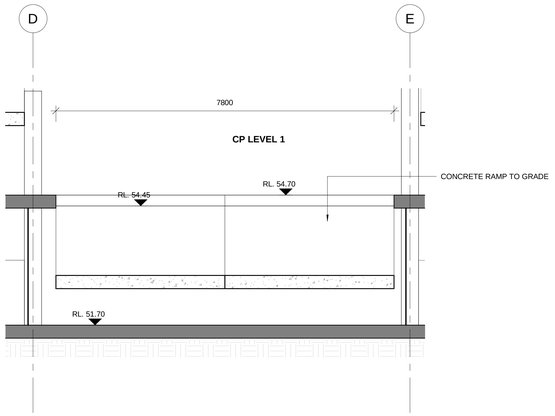

3 **RAMP 1 SECTION BB**
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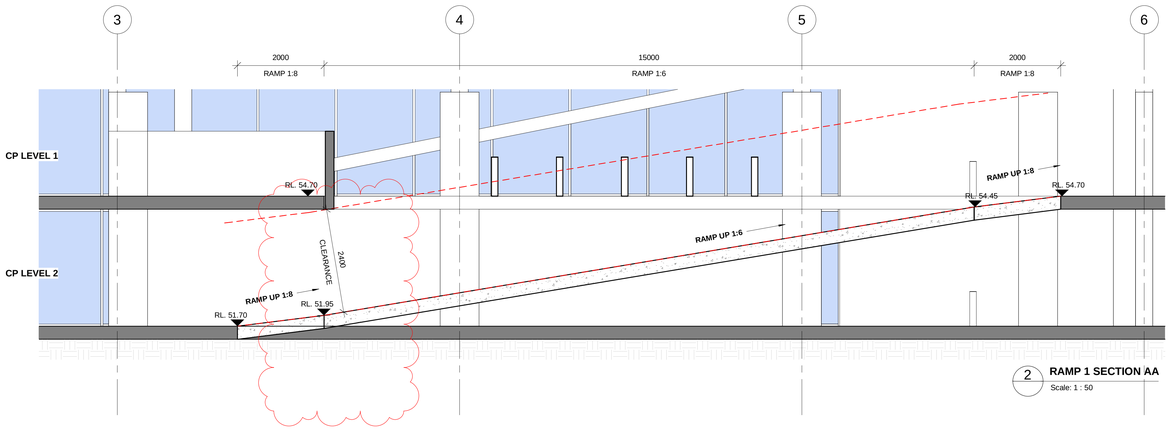

2 **RAMP 1 SECTION AA**
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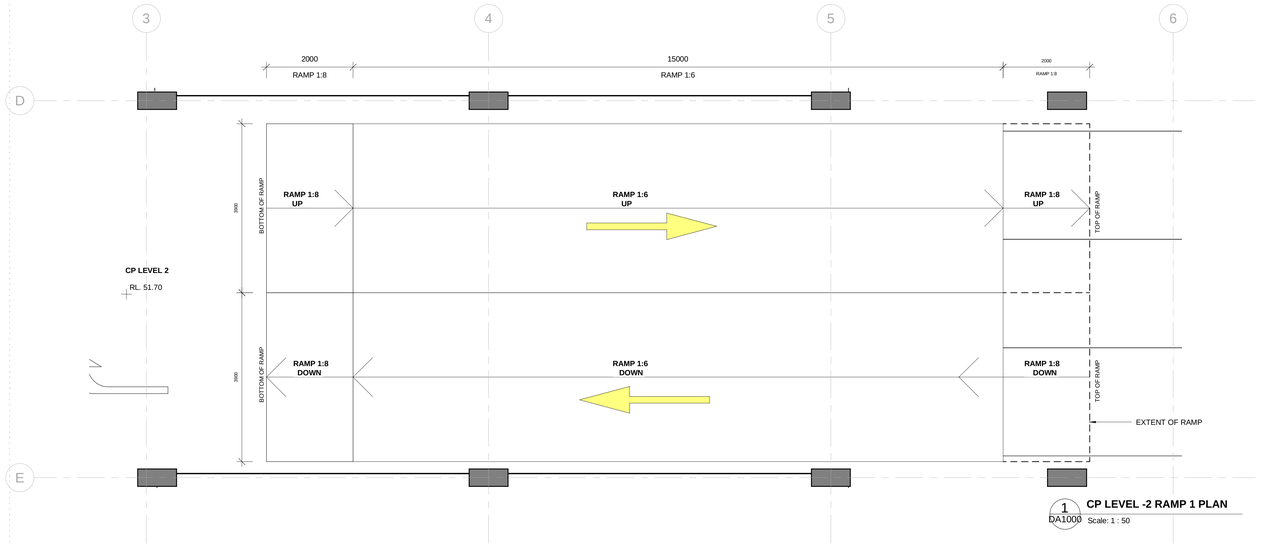
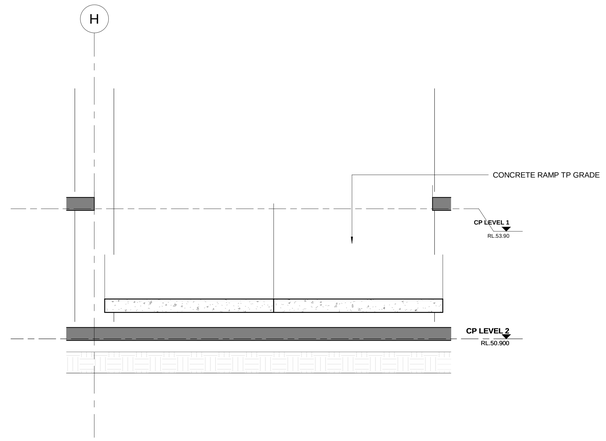
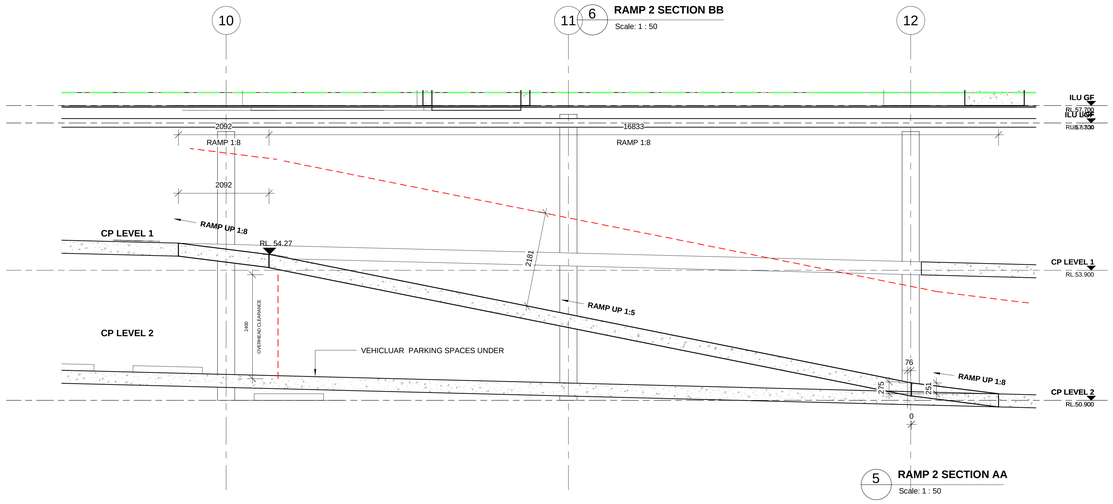


1 DA1000 **CP LEVEL -2 RAMP 1 PLAN**
Scale: 1 : 50





5 **RAMP 2 SECTION AA**
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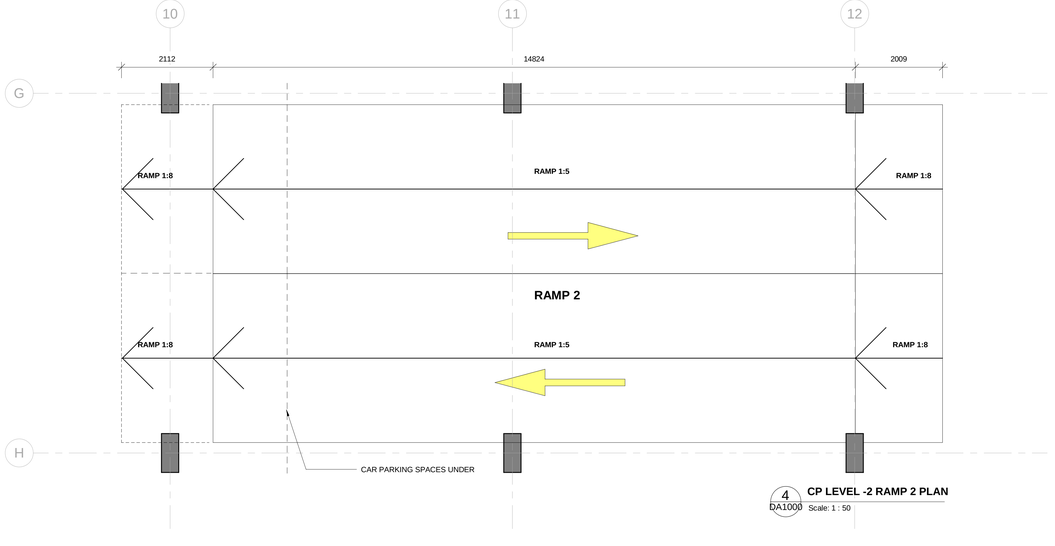

4 DA1000 **CP LEVEL -2 RAMP 2 PLAN**
Scale: 1 : 50

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No.	Description	Date
A	Section 34	21-10-2021
B	SECTION 34 ISSUE.	15-11-2021
C	Section 34 issue	20-01-2022

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RAMP DETAIL SECTIONS 03

Project number	2020.40	DA3103	C
Date	APRIL 2021		
Drawn by	Author	Scale 1 : 50	

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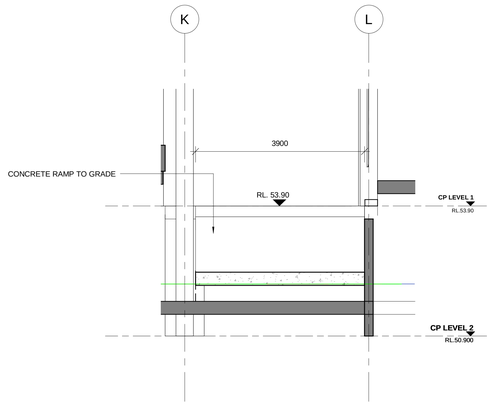

3 **RAMP 3 SECTION BB**
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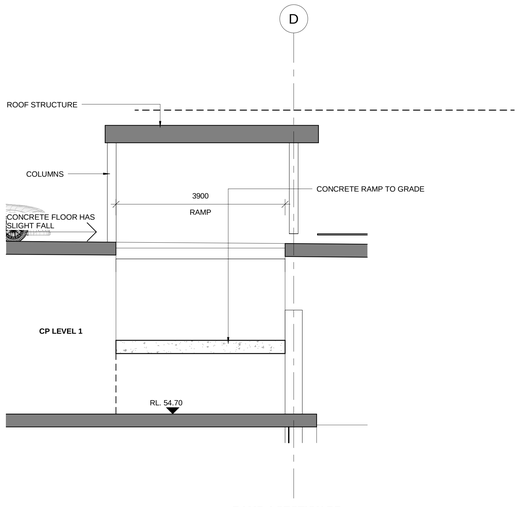
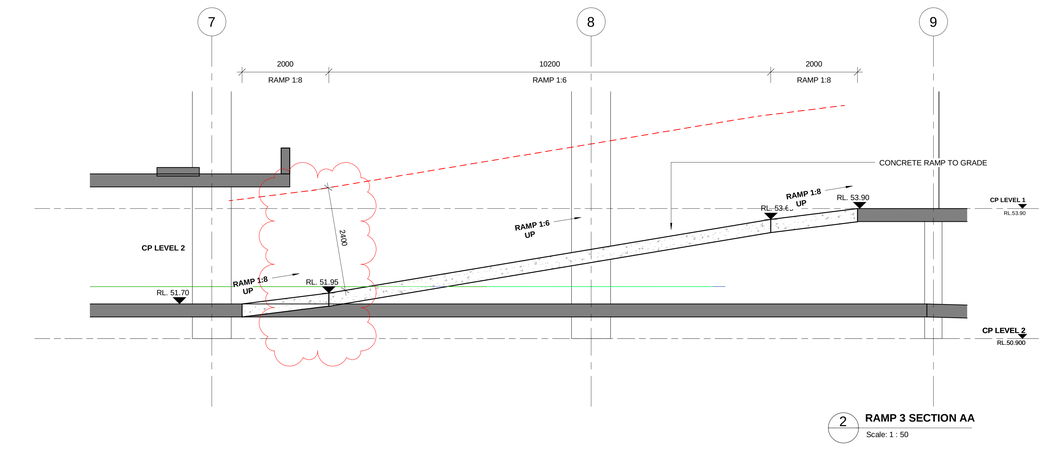


6 **RAMP 4 SECTION BB**



2 **RAMP 3 SECTION AA**
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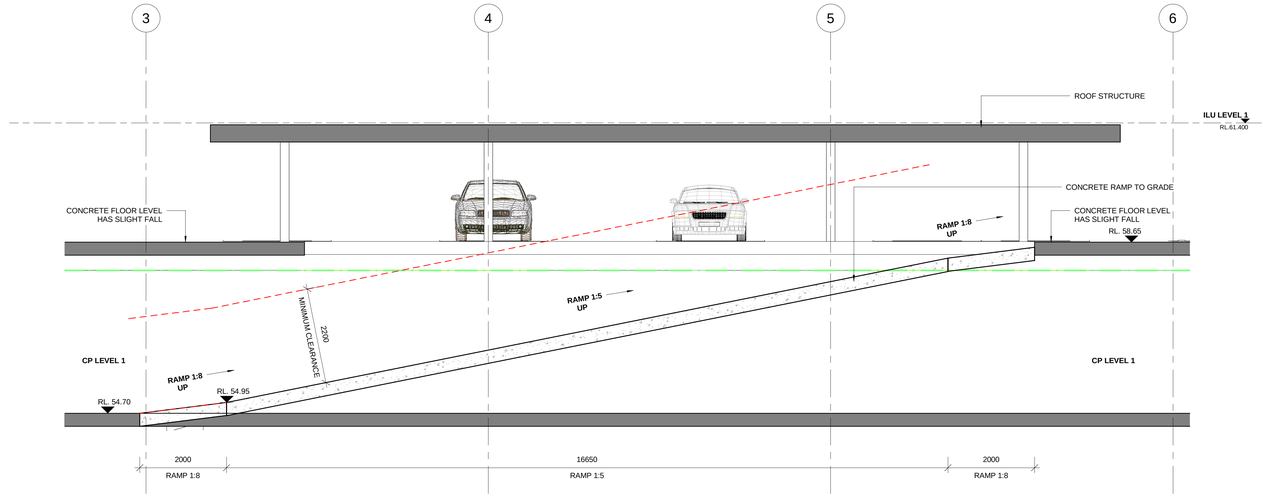
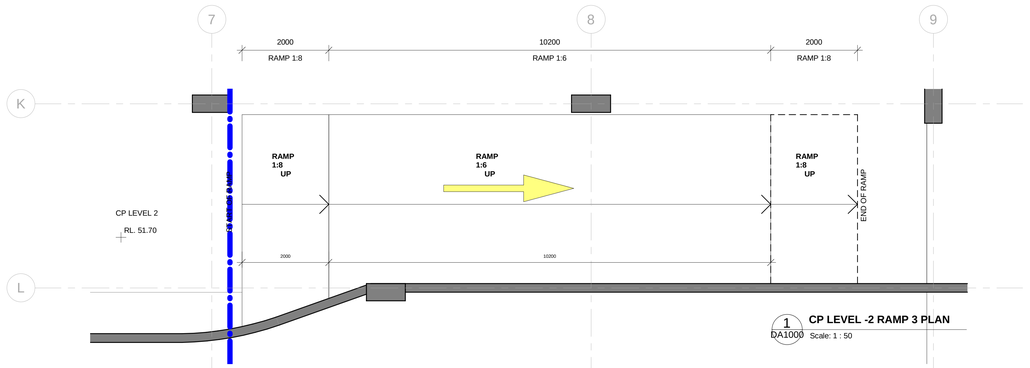
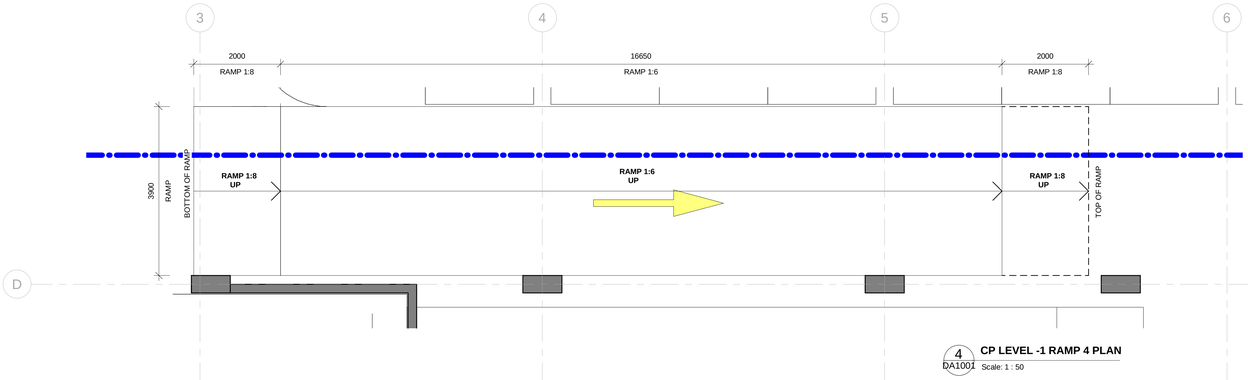


5 **RAMP 4 SECTION AA**
Scale: 1 : 50



1 DA1000 **CP LEVEL -2 RAMP 3 PLAN**
Scale: 1 : 50



4 DA1001 **CP LEVEL -1 RAMP 4 PLAN**
Scale: 1 : 50

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No.	Description	Date
A	Section 34	21-10-2021
B	SECTION 34 ISSUE.	15-11-2021
C	Section 34 issue	20-01-2022

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RAMP DETAIL SECTIONS 04

Project number	2020.40	DA3104	C
Date	APRIL 2021		
Drawn by	Author	Scale 1 : 50	

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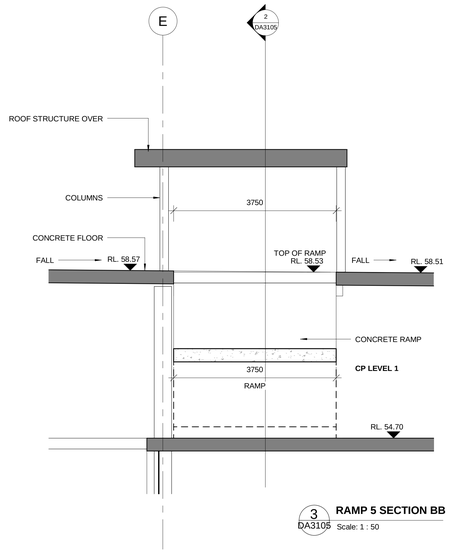

3 DA3105 **RAMP 5 SECTION BB**
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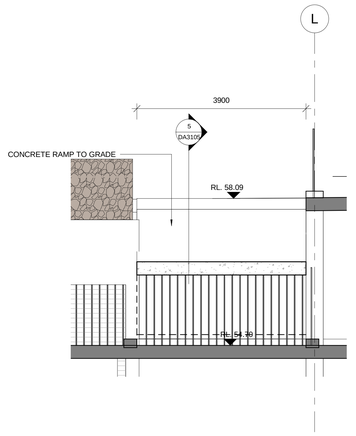

6 DA3105 **RAMP 6 SECTION BB**
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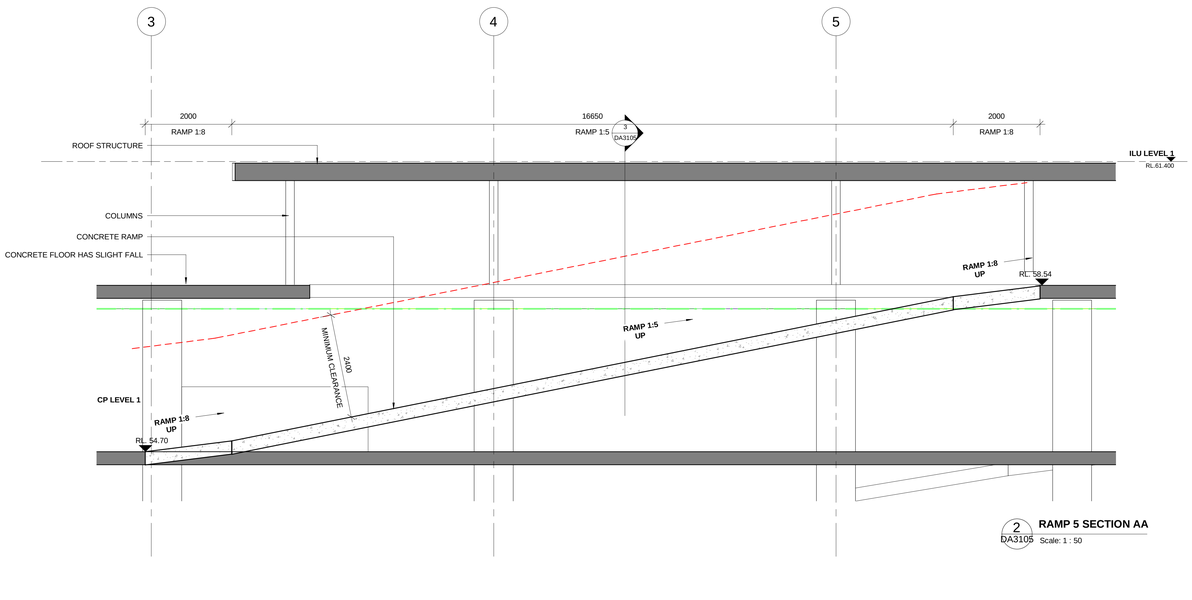

2 DA3105 **RAMP 5 SECTION AA**
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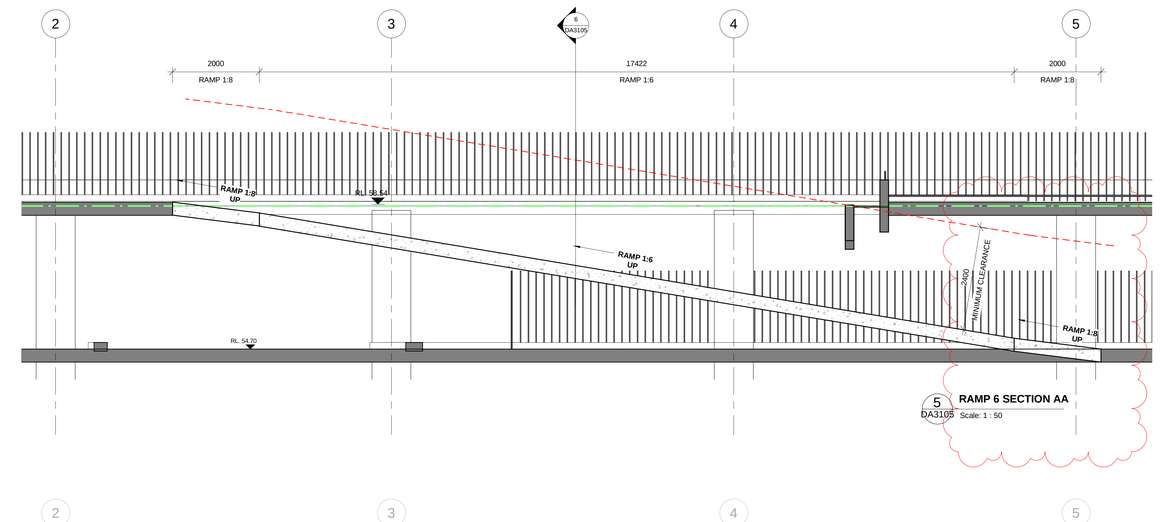

5 DA3105 **RAMP 6 SECTION AA**
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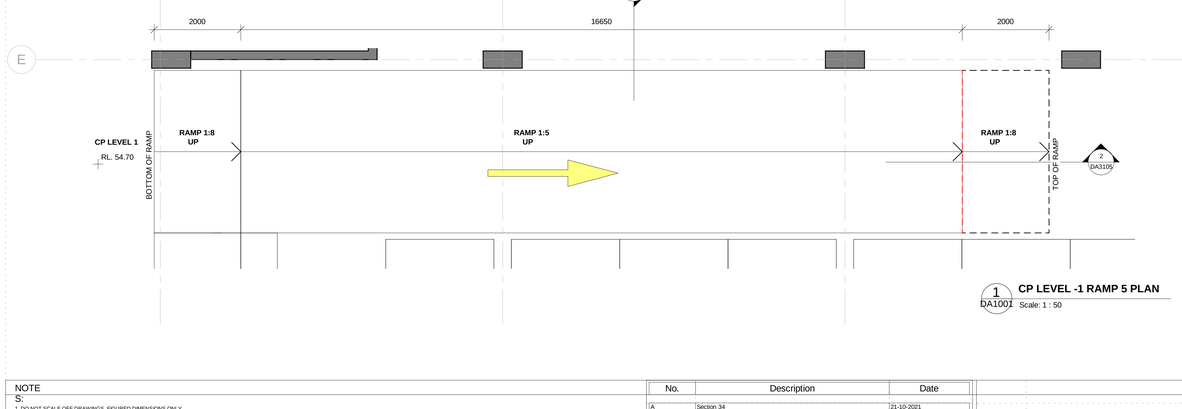
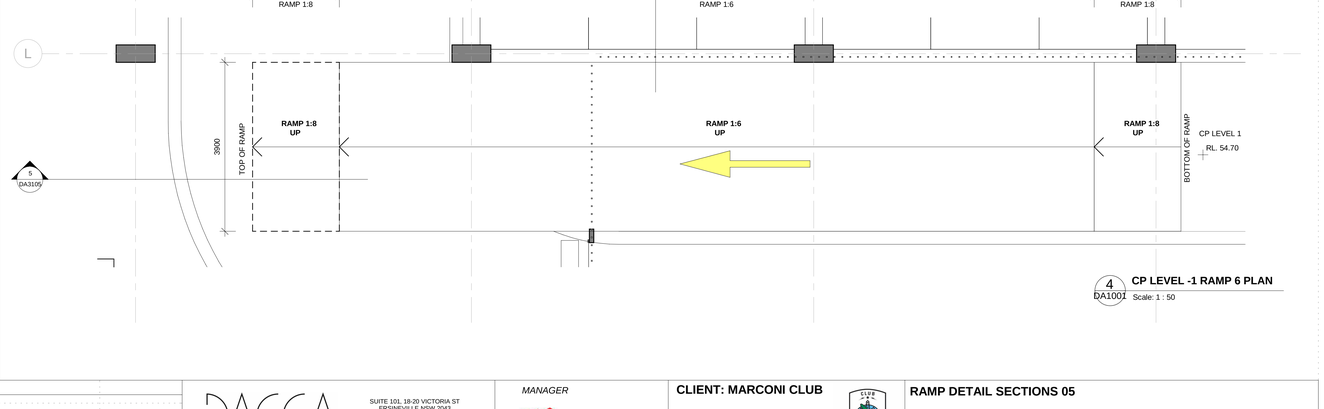


1 DA1001 **CP LEVEL -1 RAMP 5 PLAN**
Scale: 1 : 50



4 DA1001 **CP LEVEL -1 RAMP 6 PLAN**
Scale: 1 : 50

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No.	Description	Date
A	Section 34	21-10-2021
B	SECTION 34 ISSUE.	15-11-2021
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RAMP DETAIL SECTIONS 05

Project number	2020.40	DA3105	C
Date	APRIL 2021		
Drawn by	Author	Scale	1 : 50

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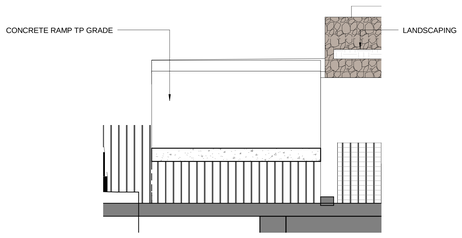

3 DA3106 **RAMP 7 SECTION BB**
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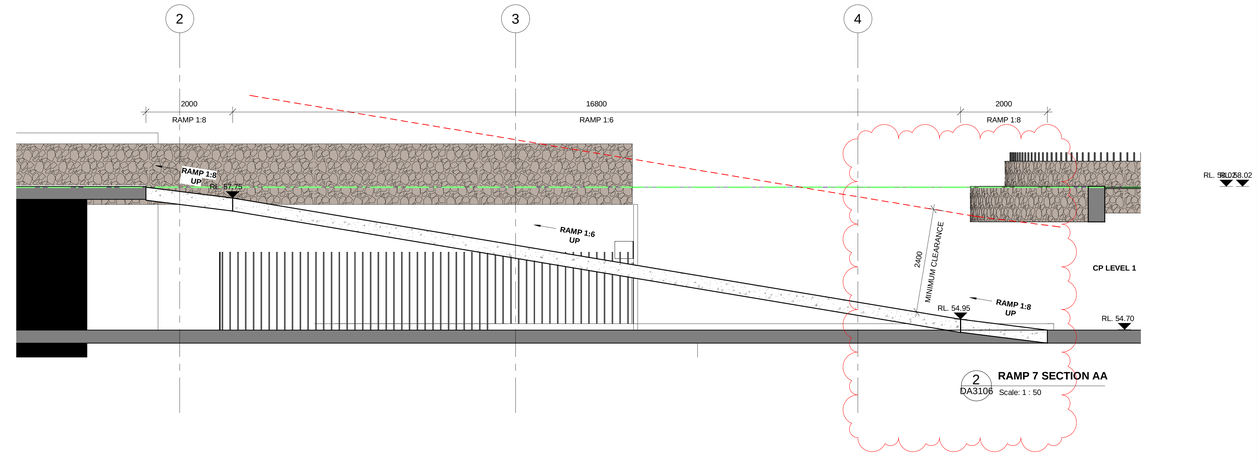

2 DA3106 **RAMP 7 SECTION AA**
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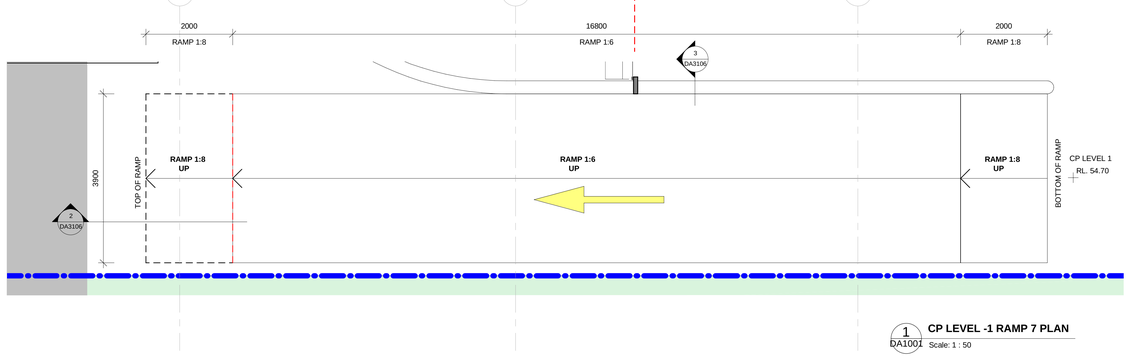

1 DA1001 **CP LEVEL -1 RAMP 7 PLAN**
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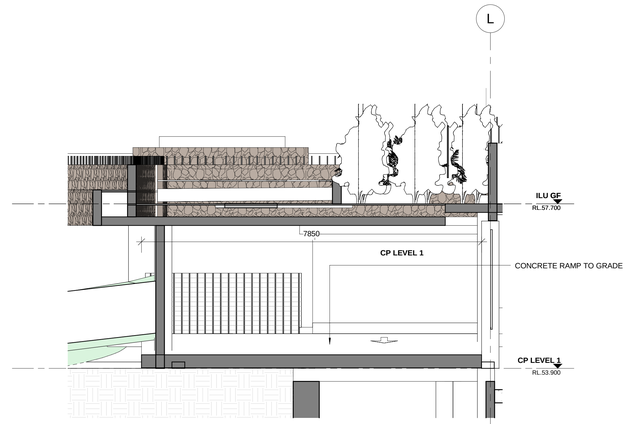
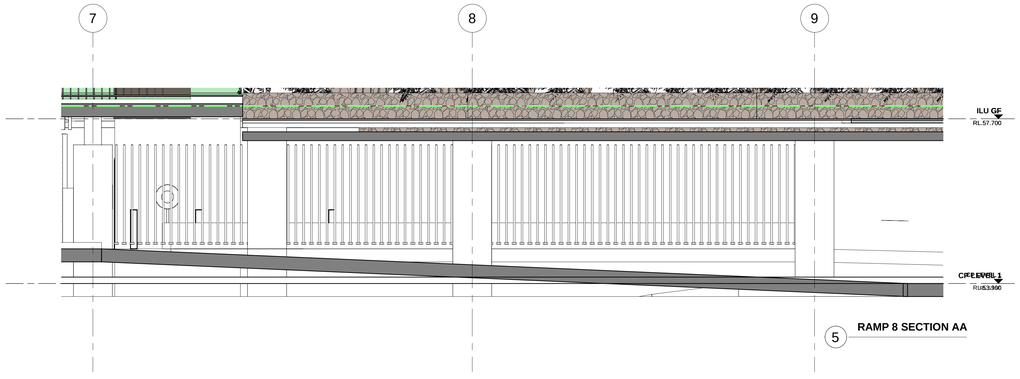
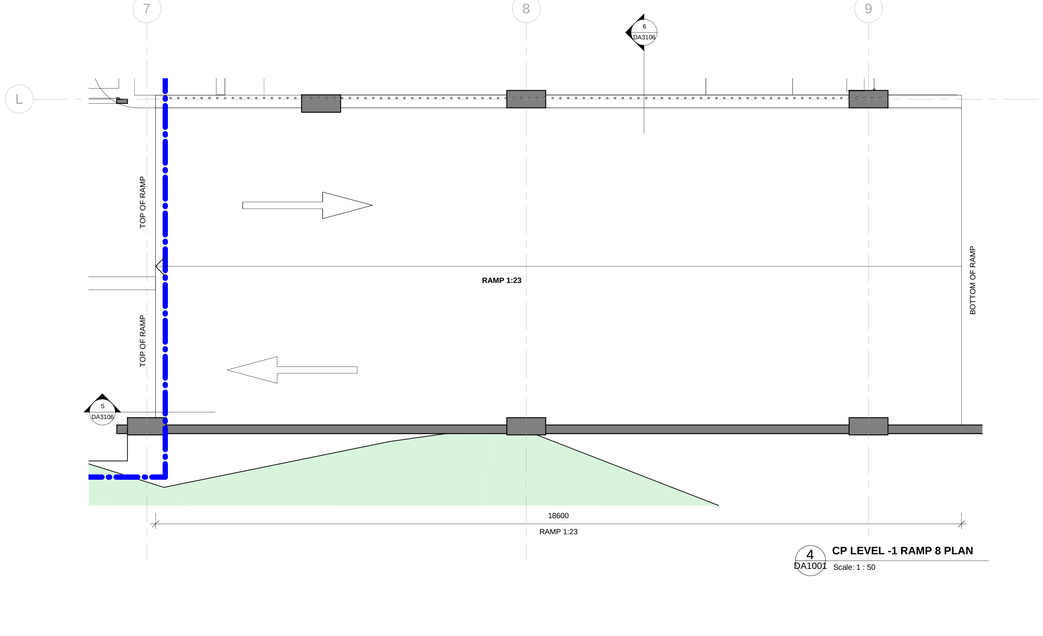


6 **RAMP 8 SECTION BB**



5 **RAMP 8 SECTION AA**



4 DA1001 **CP LEVEL -1 RAMP 8 PLAN**
Scale: 1 : 50

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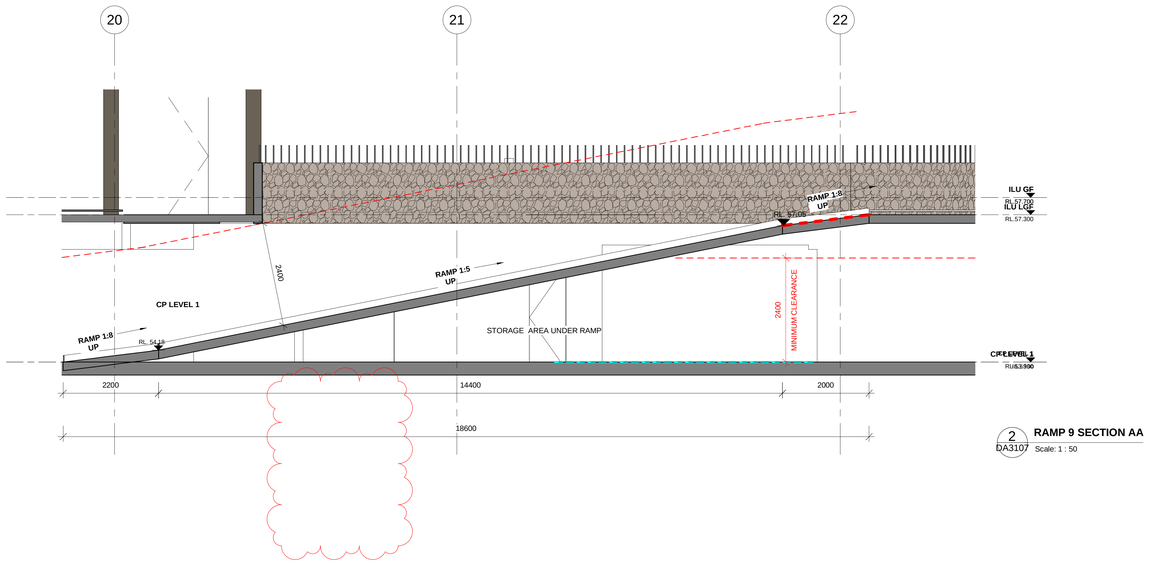
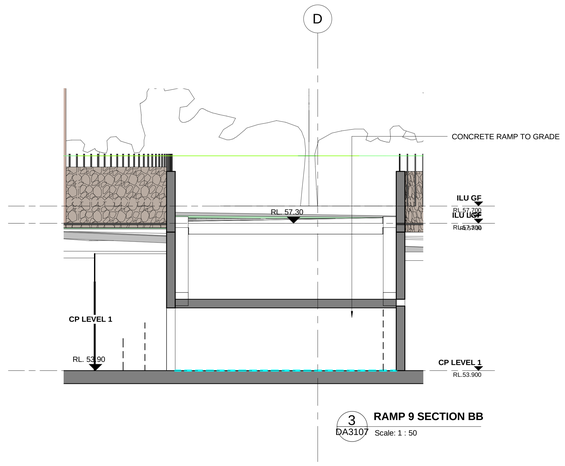
RAMP DETAIL SECTIONS 06

Project number	2020.40	DA3106	C
Date	APRIL 2021		
Drawn by	Author	Scale 1 : 50	

20/01/2022 5:30:20 AM



2 DA3107 **RAMP 9 SECTION AA**
Scale: 1 : 50



3 DA3107 **RAMP 9 SECTION BB**
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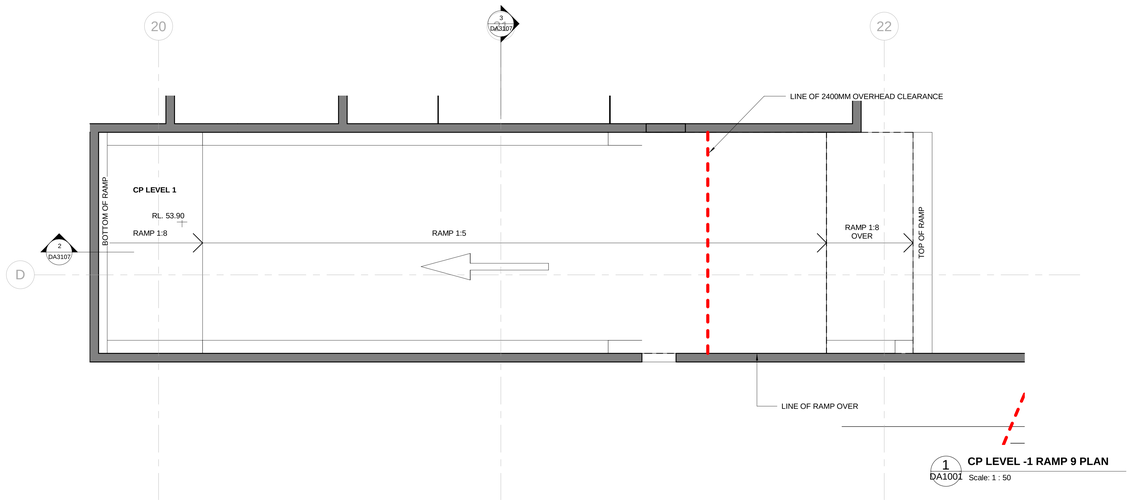

1 DA1001 **CP LEVEL -1 RAMP 9 PLAN**
Scale: 1 : 50

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RAMP DETAIL SECTIONS 07

Project number	2020.40	DA3107	D
Date	APRIL 2021		
Drawn by	Author	Scale 1 : 50	

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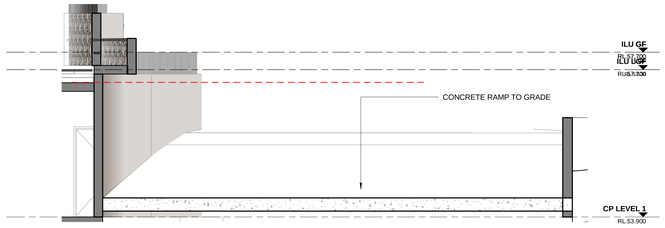

6 DA3108 **RAMP 11 SECTION BB**
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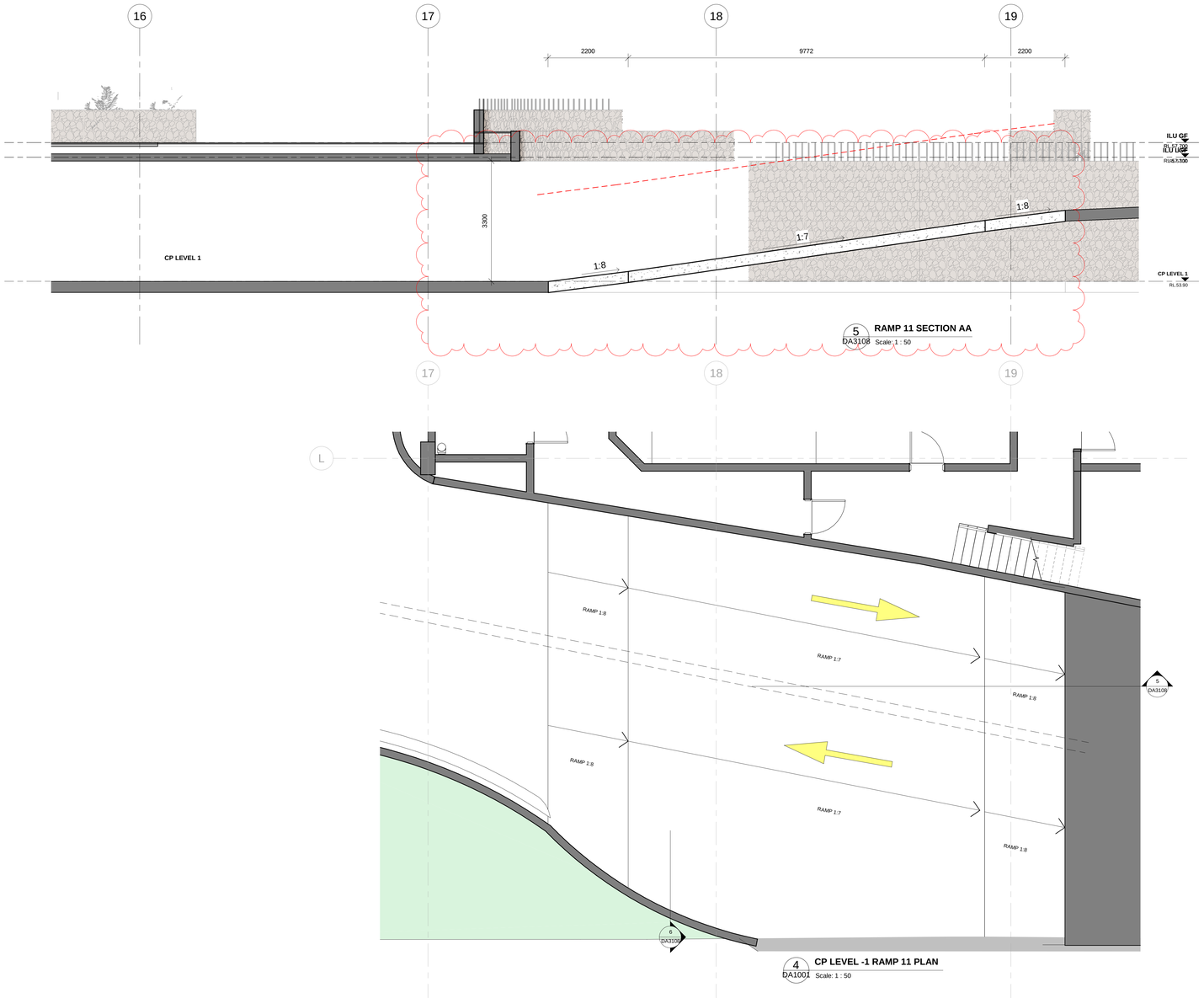

5 DA3108 **RAMP 11 SECTION AA**
Scale: 1 : 50

4 DA1001 **CP LEVEL -1 RAMP 11 PLAN**
Scale: 1 : 50

NOTE
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No.	Description	Date
A	Secton 34	21-10-2021
B	SECTION 34 ISSUE.	15-11-2021
C	SECTION 34	19.01.22
D	Section 34 issue	20-01-2022

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MANAGER
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CLIENT: MARCONI CLUB
CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

RAMP DETAIL SECTIONS 08

Project number	2020.40	DA3108	D
Date	APRIL 2021		
Drawn by	Author	Scale 1 : 50	

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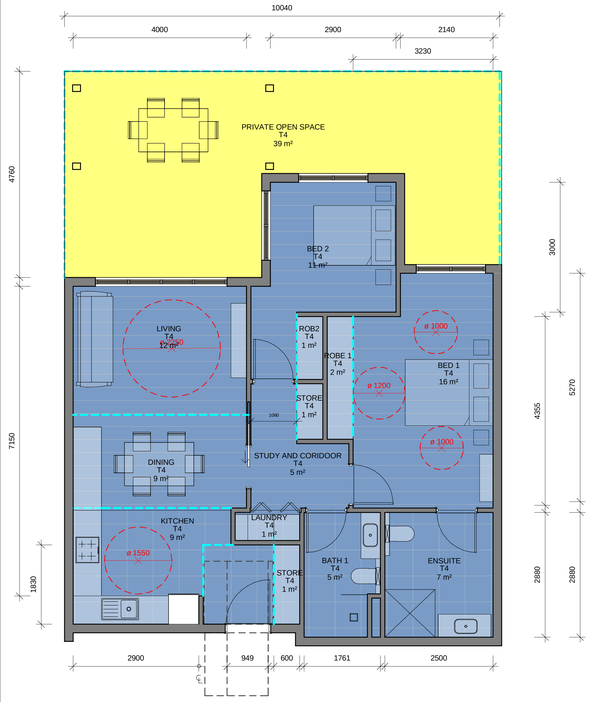
2 BED (80m² internal area)
APT TYPE 3

APARTMENT AREAS (per room)- TYPE 3	
Room Name	Area
BATH 1	5.8 m²
BED 1	14.1 m²
BED 2	9.4 m²
DINING	7.0 m²
ENSUITE	8.4 m²
FOYER	3.2 m²
KITCHEN	10.8 m²
LDRY	1.0 m²
LOUNGE ROOM	7.8 m²
STORE	0.9 m²
STORE	1.0 m²
STORE	0.9 m²
STORE	0.9 m²
STORE CARPARK	9.1 m²
STUDY AND CORIDOOR	5.5 m²
WIR	3.9 m²
Grand total: 16	89.2 m²

APARTMENT STORAGE
(0.7 + 1.0 + 0.9)M2 X HEIGHT 2.4 = 6.24 M3

CARPARK STORAGE
10.3 M2 X HEIGHT 2.4 = 24.72 M3



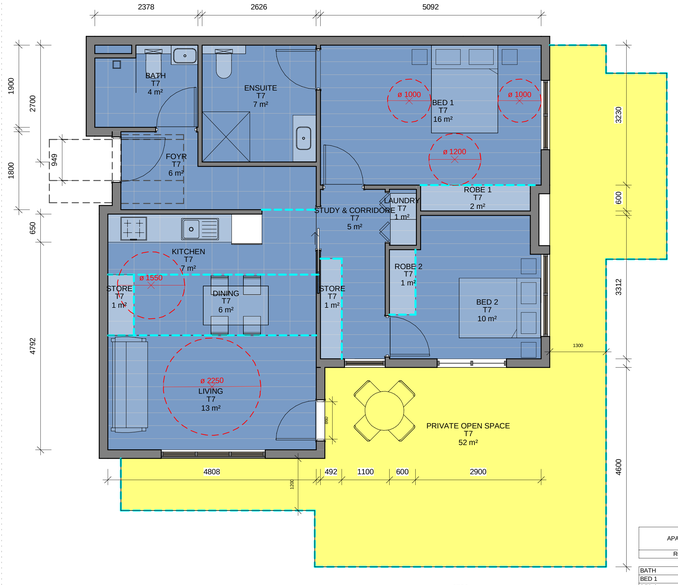
2 BED (78m² internal area)
APT TYPE 4

APARTMENT AREAS (per room)- TYPE 4	
Room Name	Area
BATH 1	4.8 m²
BED 1	16.4 m²
BED 2	10.6 m²
DINING	8.6 m²
ENSUITE	7.2 m²
KITCHEN	8.5 m²
LAUNDRY	1.0 m²
LIVING	11.9 m²
ROB2	0.9 m²
ROBE 1	1.7 m²
STORE	1.1 m²
STORE	0.8 m²
STUDY AND CORIDOOR	4.8 m²
Grand total	78.2 m²

PRIVATE OPEN SPACE	39.2 m²
STORE CARPARK	10.5 m²
Grand total	49.7 m²

APARTMENT STORAGE
(1.1 + 0.8)M2 X HEIGHT 2.4 = 4.56 M3

CARPARK STORAGE
10.2 M2 X HEIGHT 2.4 = 24.48 M3



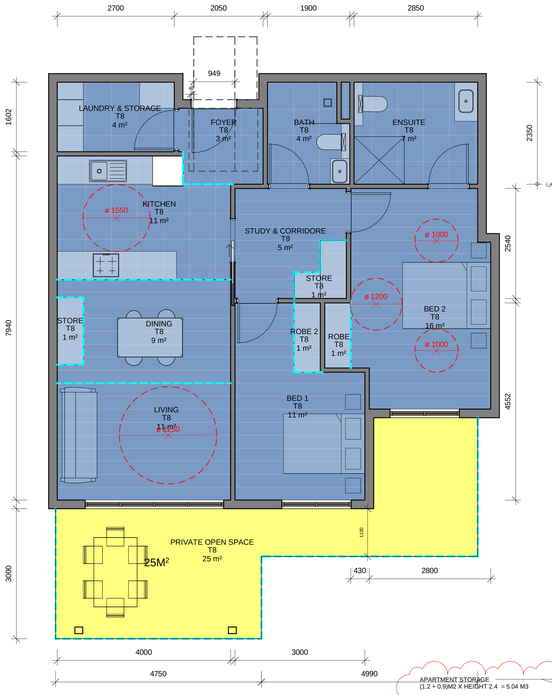
2 BED (79m² internal area)
TYPE 7

APARTMENT AREAS (per room)- TYPE 7	
Room Name	Area
BATH	4.2 m²
BED 1	16.4 m²
BED 2	9.9 m²
DINING	5.9 m²
ENSUITE	7.1 m²
FOYR	5.9 m²
KITCHEN	6.9 m²
LAUNDRY	0.8 m²
LIVING	12.7 m²
ROBE 1	1.5 m²
ROBE 2	0.9 m²
STORE	1.1 m²
STORE	0.8 m²
STUDY & CORRIDORE	4.7 m²
Grand total	79.0 m²

PRIVATE OPEN SPACE	51.8 m²
STORE CARPARK	4.8 m²
Grand total	56.6 m²

APARTMENT STORAGE
(1.1+0.8) M2 X HEIGHT 2.4 = 4.56 M3

CARPARK STORAGE
4.8 M2 X HEIGHT 2.4 = 11.52 M3



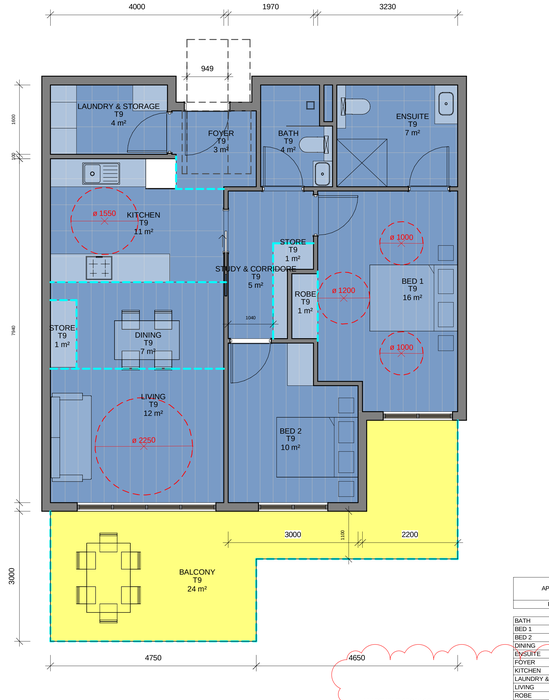
2 BED (85m² internal area)
TYPE 8

APARTMENT AREAS (per room)- TYPE 8	
Room Name	Area
BATH	4.2 m²
BED 1	11.0 m²
BED 2	15.7 m²
DINING	8.6 m²
ENSUITE	5.7 m²
FOYER	3.3 m²
KITCHEN	10.7 m²
LAUNDRY & STORAGE	4.3 m²
LIVING	10.8 m²
ROBE	0.9 m²
ROBE 2	1.0 m²
STORE	1.2 m²
STORE	0.9 m²
STUDY & CORRIDORE	5.4 m²
Grand total	84.7 m²

PRIVATE OPEN SPACE	24.8 m²
STORE CARPARK	4.8 m²
Grand total	29.6 m²

APARTMENT STORAGE
(1.2 + 0.9)M2 X HEIGHT 2.4 = 5.04 M3

CARPARK STORAGE
4.8 M2 X HEIGHT 2.4 = 11.52 M3



2 BED (81m² internal area)
TYPE 9

APARTMENT AREAS (per room)- TYPE 9	
Room Name	Area
BATH	3.6 m²
BED 1	15.7 m²
BED 2	10.0 m²
DINING	7.0 m²
ENSUITE	6.6 m²
FOYER	3.4 m²
KITCHEN	10.6 m²
LAUNDRY & STORAGE	4.3 m²
LIVING	12.4 m²
ROBE	0.9 m²
STORE	1.0 m²
STORE	1.1 m²
STUDY & CORRIDORE	4.7 m²
Grand total	81.3 m²

BALCONY	23.8 m²
STORE CARPARK	4.9 m²
Grand total	28.7 m²

APARTMENT STORAGE
(1.0+1.1) M2 X HEIGHT 2.4 = 5.04 M3

CARPARK STORAGE
4.9 M2 X HEIGHT 2.4 = 11.76 M3

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No.	Description	Date
A	ISSUED FOR PRE-DA	17-11-2020
B	ISSUED FOR DA	23-04-2020
C	Section 34	21-10-2021
D	SECTION 34 ISSUE.	15-11-2021
E	Section 34 issue	20-01-2022

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TYPICAL UNITS LAYOUT

Project number	2020.40	DA4101	E
Date	APRIL 2021		
Drawn by	Author	Scale	1 : 50

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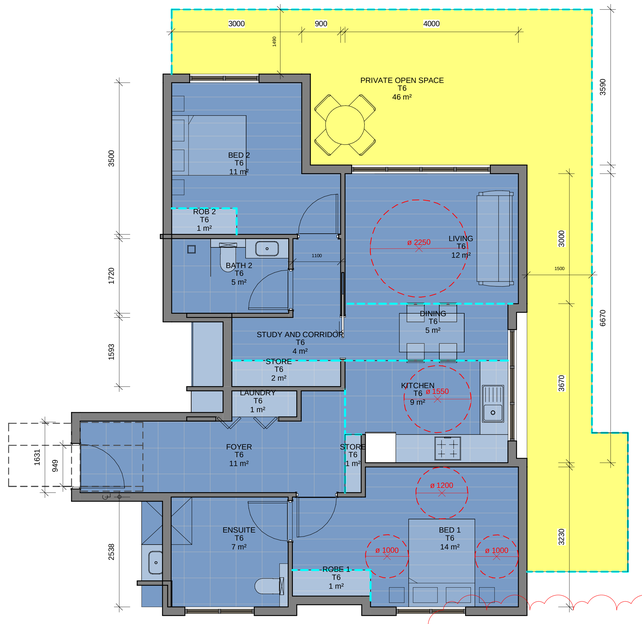
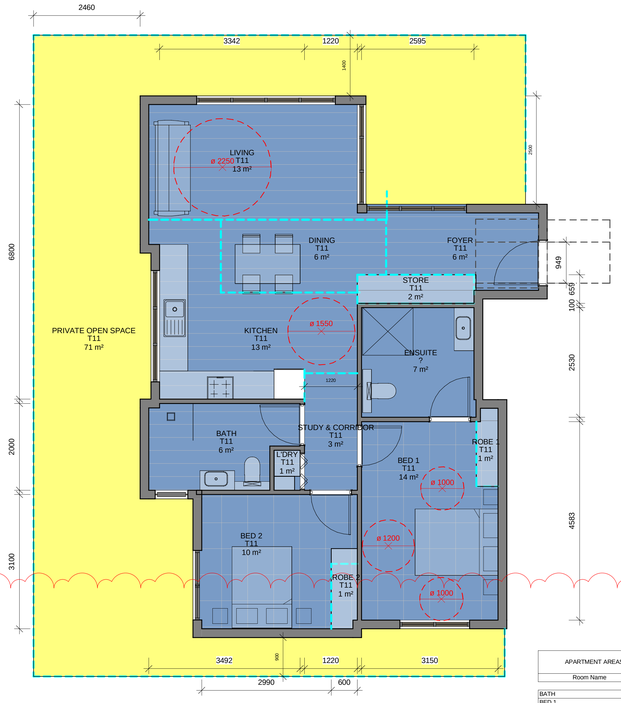


2 BED (82m² internal area)
APT TYPE 6

APARTMENT AREAS (per room)- TYPE 6	
Room Name	Area
BATH 2	4.6 m²
BED 1	14.1 m²
BED 2	10.9 m²
DINING	4.9 m²
ENSUITE	6.8 m²
FOYER	10.8 m²
KITCHEN	8.6 m²
LAUNDRY	0.9 m²
LIVING	12.0 m²
ROB 2	0.9 m²
ROBE 1	1.1 m²
STORE	1.5 m²
STORE	0.5 m²
STUDY AND CORRIDOR	4.5 m²
Grand total	82.1 m²
PRIVATE OPEN SPACE	45.6 m²
STORE CARPARK	9.7 m²
Grand total	55.3 m²

APARTMENT STORAGE
(1.5+0.5)M2 X HEIGHT 2.4 = 4.8M3

CAR PARK STORAGE
9.7M2 X HEIGHT 2.4 = 23.28M3

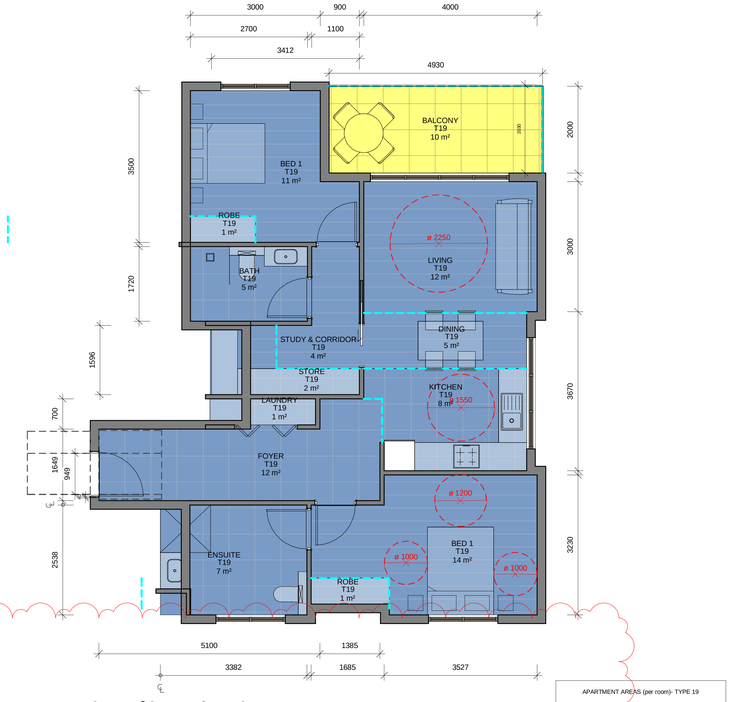


2 BED (76m² internal area)
TYPE 11

APARTMENT AREAS (per room)- TYPE 11	
Room Name	Area
BATH	6.3 m²
BED 1	13.7 m²
BED 2	10.2 m²
DINING	6.1 m²
FOYER	5.7 m²
KITCHEN	13.0 m²
L'DRY	0.6 m²
LIVING	13.0 m²
ROBE 1	0.9 m²
ROBE 2	0.9 m²
STORE	1.8 m²
STUDY & CORRIDOR	3.3 m²
Grand total	75.5 m²
PRIVATE OPEN SPACE	71.2 m²
STORE CARPARK	9.7 m²
Grand total	80.8 m²

APARTMENT STORAGE
1.8 M2 X HEIGHT 2.4 = 4.34M3

CAR PARK STORAGE
9.7M2 X HEIGHT 2.4 = 23.28M3

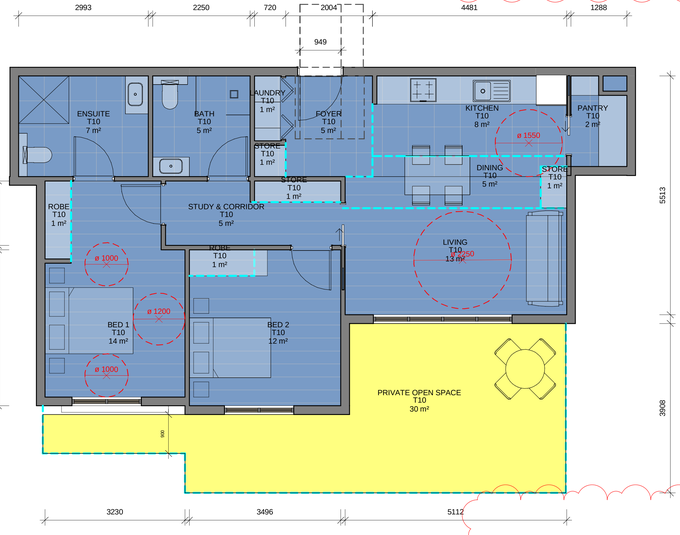


2 BED (82.1m² internal area)
APT TYPE 19

APARTMENT AREAS (per room)- TYPE 19	
Room Name	Area
BATH	4.6 m²
BED 1	10.9 m²
BED 1	14.1 m²
DINING	4.8 m²
ENSUITE	6.8 m²
FOYER	11.7 m²
KITCHEN	8.1 m²
LAUNDRY	0.9 m²
LIVING	12.1 m²
ROBE	0.9 m²
ROBE	1.1 m²
STORE	2.1 m²
STUDY & CORRIDOR	3.9 m²
Grand total	82.2 m²
BALCONY	9.9 m²
STORE CARPARK	9.7 m²
Grand total	19.5 m²

APARTMENT STORAGE
2.1M2 X HEIGHT 2.4 = 5.04M3

CAR PARK STORAGE
9.7M2 X HEIGHT 2.4 = 23.28M3

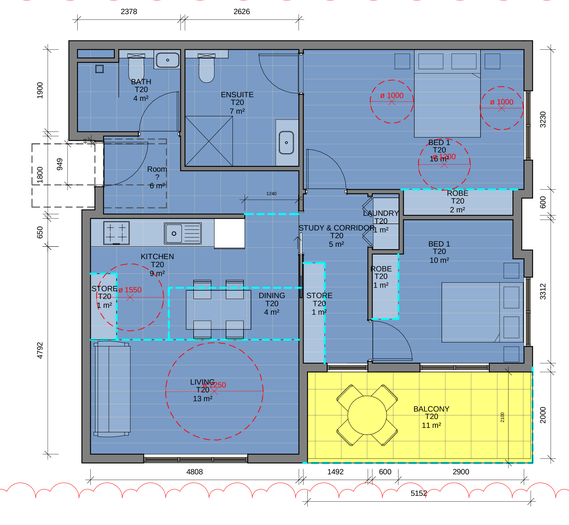


2 BED (81m² internal area)
TYPE 10

APARTMENT AREAS (per room)- TYPE 10	
Room Name	Area
BATH	5.2 m²
BED 1	14.1 m²
BED 2	11.7 m²
DINING	5.1 m²
ENSUITE	7.0 m²
FOYER	4.7 m²
KITCHEN	8.2 m²
LAUNDRY	0.9 m²
LIVING	12.6 m²
PANTRY	2.4 m²
ROBE	1.1 m²
ROBE	0.9 m²
STORE	1.0 m²
STORE	0.5 m²
STORE	0.6 m²
STUDY & CORRIDOR	5.0 m²
Grand total	80.9 m²
PRIVATE OPEN SPACE	30.0 m²
STORE CARPARK	9.7 m²
Grand total	39.7 m²

APARTMENT STORAGE
(0.5 + 1+0.6) M2 X HEIGHT 2.4 = 5.04M3

CAR PARK STORAGE
9.7M2 X HEIGHT 2.4 = 23.28M3

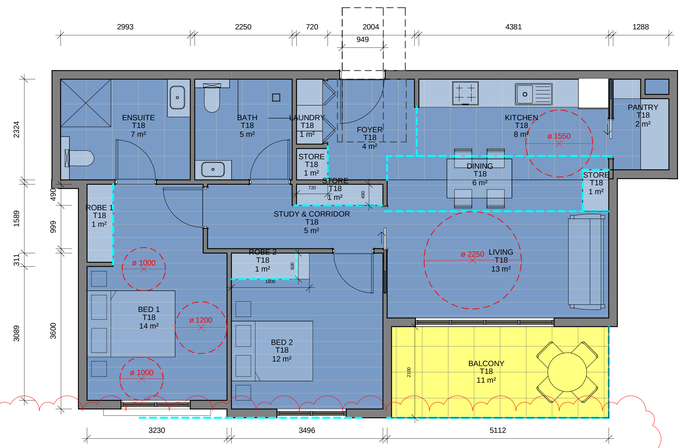


2 BED (73m² internal area)
TYPE 20

APARTMENT AREAS (per room)- TYPE 20	
Room Name	Area
BATH	4.2 m²
BED 1	9.9 m²
BED 1	16.4 m²
DINING	3.6 m²
ENSUITE	7.1 m²
KITCHEN	9.1 m²
LAUNDRY	0.8 m²
LIVING	12.7 m²
ROBE	1.5 m²
ROBE	0.9 m²
STORE	1.1 m²
STORE	0.9 m²
STUDY & CORRIDOR	4.7 m²
Grand total	73.0 m²
BALCONY	10.9 m²
STORE CARPARK	9.7 m²
Grand total	20.6 m²

APARTMENT STORAGE
(1.1+0.9)M2 X HEIGHT 2.4 = 4.8M3

CAR PARK STORAGE
9.7M2 X HEIGHT 2.4 = 23.28M3



2 BED (81m² internal area)
TYPE 18

APARTMENT AREAS (per room)- TYPE 18	
Room Name	Area
BATH	5.2 m²
BED 1	14.1 m²
BED 2	11.7 m²
DINING	5.9 m²
ENSUITE	7.0 m²
FOYER	4.4 m²
KITCHEN	7.8 m²
LAUNDRY	0.9 m²
LIVING	12.6 m²
PANTRY	2.4 m²
ROBE 1	1.1 m²
ROBE 2	0.9 m²
STORE	0.5 m²
STORE	1.0 m²
STORE	0.6 m²
STUDY & CORRIDOR	5.0 m²
Grand total	81.1 m²
BALCONY	10.5 m²
STORE CARPARK	9.7 m²
Grand total	20.2 m²

APARTMENT STORAGE
(0.5 + 1+0.6) M2 X HEIGHT 2.4 = 5.04M3

CAR PARK STORAGE
9.7M2 X HEIGHT 2.4 = 23.28M3

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TYPICAL UNITS LAYOUT

Project number	2020.40	DA4102	D
Date	APRIL 2021		
Drawn by	Author	Scale	1 : 50

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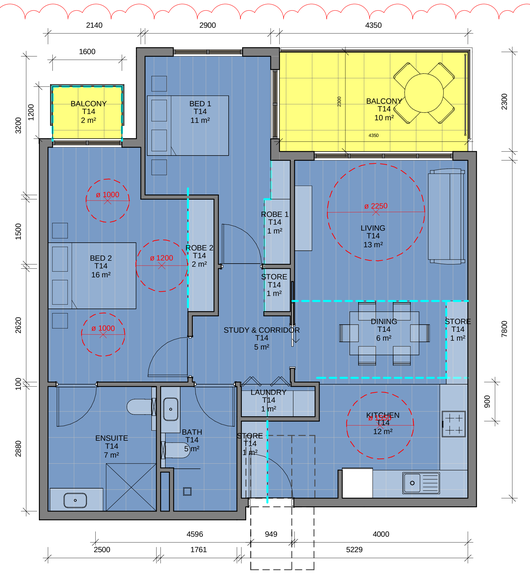
2 BED (71m² internal area) TYPE 13

APARTMENT AREAS (per room)- TYPE 13	
Room Name	Area
BATH	5.7 m²
BED 1	13.7 m²
BED 2	9.3 m²
DINING	6.0 m²
ENSUITE	8.5 m²
FOYER	4.0 m²
KITCHEN	9.8 m²
LAUNDRY	1.0 m²
LIVING	9.7 m²
ROBE	0.9 m²
STORE	1.1 m²
STORE	0.8 m²
STORE	0.9 m²
STUDY & CORRIDOR	5.5 m²
WIR	4.1 m²
Grand total	80.9 m²

APARTMENT STORAGE (1.1 + 0.8 + 0.9) M2 X HEIGHT 2.4 = 6.72M3

BALCONY	10.0 m²
BALCONY	2.2 m²
STORE CARPARK	4.5 m²
Grand total	16.7 m²

CAR PARK STORAGE 4.5M2 X HEIGHT 2.4 = 10.8M3



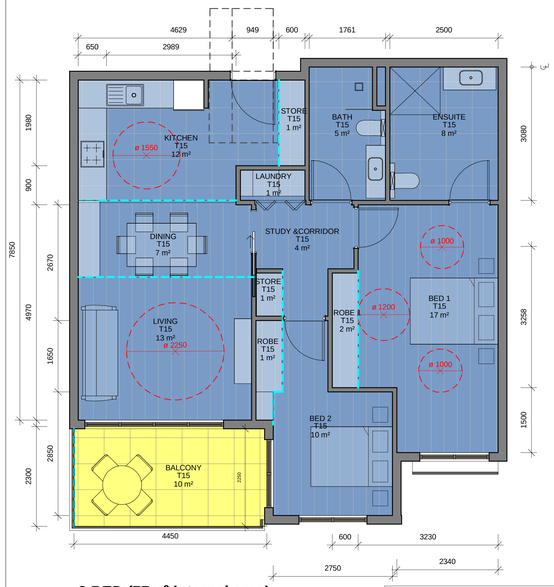
2 BED (81m² internal area) TYPE 14

APARTMENT AREAS (per room)- TYPE 14	
Room Name	Area
BATH	4.8 m²
BED 1	11.0 m²
BED 2	16.2 m²
DINING	6.2 m²
ENSUITE	7.2 m²
KITCHEN	11.6 m²
LAUNDRY	1.2 m²
LIVING	13.0 m²
ROBE 1	1.3 m²
ROBE 2	1.6 m²
STORE	1.1 m²
STORE	0.6 m²
STORE	0.9 m²
STUDY & CORRIDOR	4.6 m²
Grand total	81.2 m²

APARTMENT STORAGE (1.1 + 0.6 + 0.9) M2 X HEIGHT 2.4 = 6.24M3

BALCONY	9.9 m²
BALCONY	1.9 m²
STORE CARPARK	4.5 m²
Grand total	16.3 m²

CAR PARK STORAGE 4.5M2 X HEIGHT 2.4 = 10.8M3



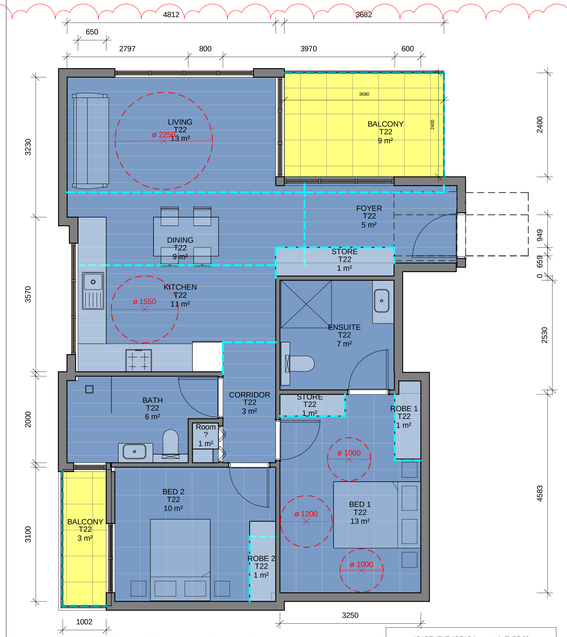
2 BED (77m² internal area) TYPE 15

APARTMENT AREAS (per room)- TYPE 15	
Room Name	Area
BATH	5.1 m²
BED 1	17.1 m²
BED 2	9.6 m²
DINING	7.0 m²
ENSUITE	7.7 m²
KITCHEN	12.0 m²
LAUNDRY	1.0 m²
LIVING	13.2 m²
ROBE	1.3 m²
ROBE 1	1.6 m²
STORE	1.2 m²
STORE	0.6 m²
STUDY &CORRIDOR	4.5 m²
Grand total	82.0 m²

APARTMENT STORAGE (1.2 + 0.6) M2 X HEIGHT 2.4 = 4.32M3

BALCONY	9.9 m²
STORE CARPARK	4.5 m²
Grand total	14.4 m²

CAR PARK STORAGE 4.5M2 X HEIGHT 2.4 = 10.8M3



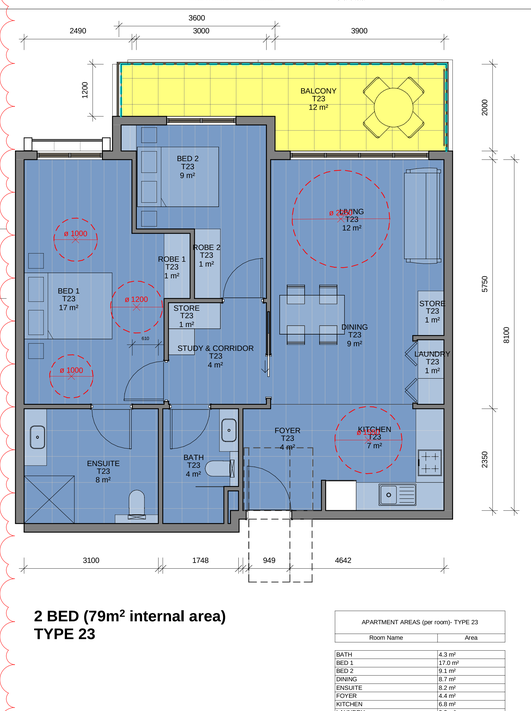
2 BED (81m² internal area) TYPE 22

APARTMENT AREAS (per room)- TYPE 22	
Room Name	Area
BATH	6.3 m²
BED 1	13.2 m²
BED 2	10.2 m²
CORRIDOR	3.4 m²
DINING	8.7 m²
ENSUITE	6.7 m²
FOYER	5.0 m²
KITCHEN	10.6 m²
LIVING	12.8 m²
ROBE 1	1.1 m²
ROBE 2	0.9 m²
STORE	1.4 m²
STORE	0.8 m²
Grand total	81.0 m²

APARTMENT STORAGE (1.4+0.8) M2 X HEIGHT 2.4 = 5.28M3

BALCONY	8.8 m²
BALCONY	3.1 m²
STORE CARPARK	4.5 m²
Grand total	16.4 m²

CAR PARK STORAGE 4.5M2 X HEIGHT 2.4 = 10.8M3



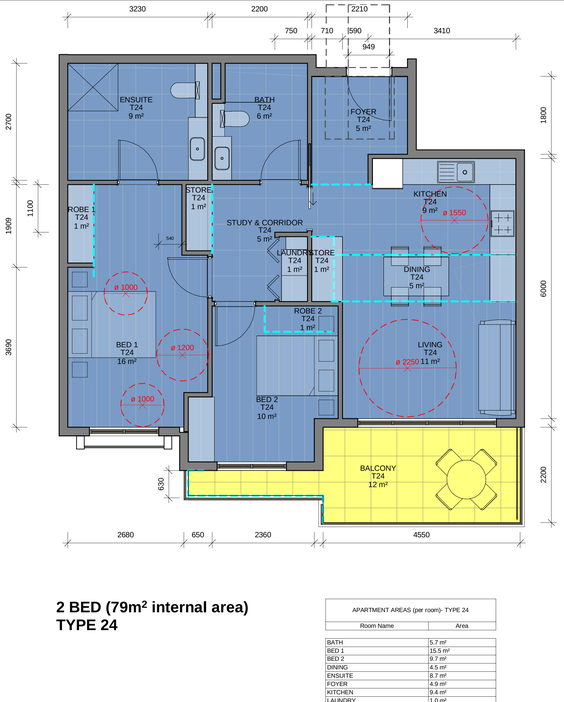
2 BED (79m² internal area) TYPE 23

APARTMENT AREAS (per room)- TYPE 23	
Room Name	Area
BATH	4.3 m²
BED 1	17.0 m²
BED 2	9.1 m²
DINING	8.7 m²
ENSUITE	8.2 m²
FOYER	4.4 m²
KITCHEN	6.8 m²
LAUNDRY	0.9 m²
LIVING	12.1 m²
ROBE 1	0.9 m²
ROBE 2	0.9 m²
STORE	0.6 m²
STORE	1.2 m²
STUDY & CORRIDOR	4.1 m²
Grand total	79.4 m²

APARTMENT STORAGE (0.6 + 1.2) M2 X HEIGHT 2.4 = 4.32M3

BALCONY	12.1 m²
STORE CARPARK	4.5 m²
Grand total	16.6 m²

CAR PARK STORAGE 4.5M2 X HEIGHT 2.4 = 10.8M3



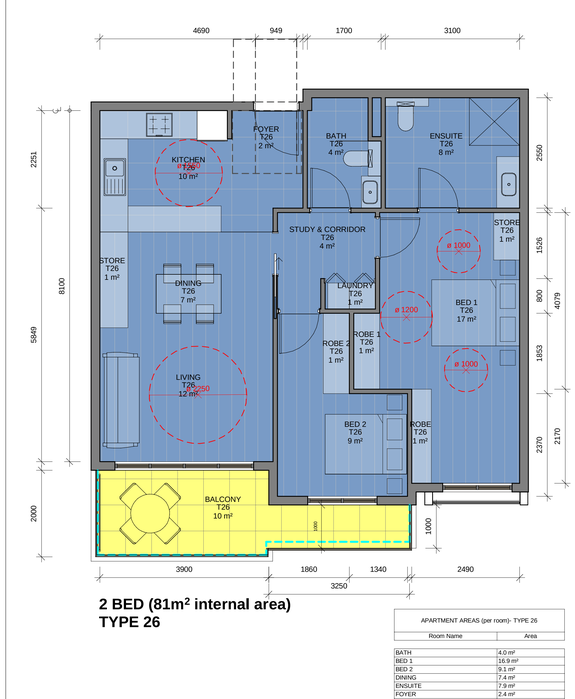
2 BED (79m² internal area) TYPE 24

APARTMENT AREAS (per room)- TYPE 24	
Room Name	Area
BATH	5.7 m²
BED 1	15.5 m²
BED 2	9.7 m²
DINING	4.5 m²
ENSUITE	8.7 m²
FOYER	4.9 m²
KITCHEN	9.4 m²
LAUNDRY	1.0 m²
LIVING	10.8 m²
ROBE 1	1.1 m²
ROBE 2	1.0 m²
STORE	0.8 m²
STORE	0.9 m²
STUDY & CORRIDOR	4.7 m²
Grand total	78.8 m²

APARTMENT STORAGE (0.8 + 0.9) M2 X HEIGHT 2.4 = 4.08M3

BALCONY	11.7 m²
STORE CARPARK	4.2 m²
Grand total	15.9 m²

CAR PARK STORAGE 4.2M2 X HEIGHT 2.4 = 10.08M3



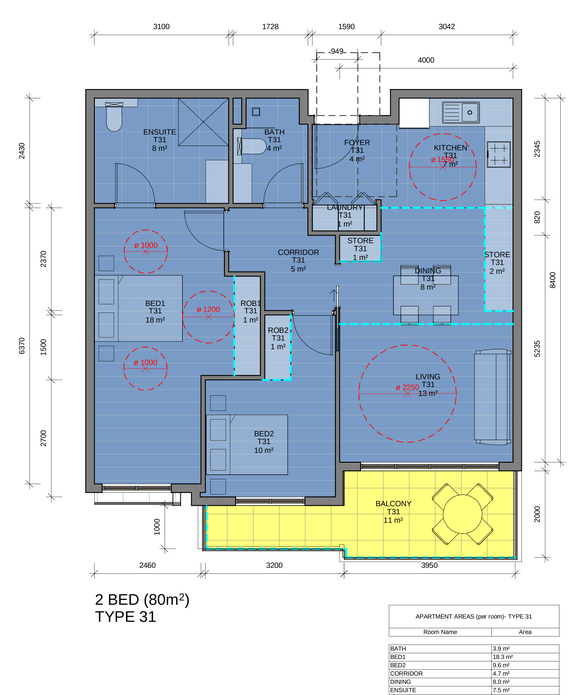
2 BED (81m² internal area) TYPE 26

APARTMENT AREAS (per room)- TYPE 26	
Room Name	Area
BATH	4.0 m²
BED 1	16.9 m²
BED 2	9.1 m²
DINING	7.4 m²
ENSUITE	7.9 m²
FOYER	2.4 m²
KITCHEN	10.3 m²
LAUNDRY	0.7 m²
LIVING	12.4 m²
ROBE	1.0 m²
ROBE 1	1.1 m²
ROBE 2	1.1 m²
STORE	1.4 m²
STORE	0.7 m²
STUDY & CORRIDOR	4.1 m²
Grand total	80.5 m²

APARTMENT STORAGE (1.4+0.7)M2 X HEIGHT 2.4 = 5.04M3

BALCONY	10.4 m²
STORE CARPARK	9.7 m²
Grand total	20.1 m²

CAR PARK STORAGE 9.7M2 X HEIGHT 2.4 = 23.28M3



2 BED (80m²) TYPE 31

APARTMENT AREAS (per room)- TYPE 31	
Room Name	Area
BATH	3.9 m²
BED1	18.0 m²
BED2	9.6 m²
CORRIDOR	4.7 m²
DINING	8.0 m²
ENSUITE	7.5 m²
FOYER	3.6 m²
KITCHEN	6.7 m²
LAUNDRY	0.9 m²
LIVING	12.7 m²
ROB1	1.4 m²
ROB2	0.9 m²
STORE	1.6 m²
STORE	0.6 m²
Grand total	80.3 m²

APARTMENT STORAGE (1.6+0.6)M2 X HEIGHT 2.4 = 5.28M3

BALCONY	11.1 m²
STORE CARPARK	6.7 m²
Grand total	17.8 m²

CAR PARK STORAGE 7M2 X HEIGHT 2.4 = 16.8M3

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No.	Description	Date
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B	Section 34	21-10-2021
C	SECTION 34 ISSUE	15-11-2021
D	Section 34 issue	20-01-2022

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MANAGER
RESTIFA & PARTNERS

CLIENT: MARCONI CLUB

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TYPICAL UNITS LAYOUT

Project number	2020.40	DA4103	D
Date	APRIL 2021		
Drawn by	Author	Scale	1 : 50

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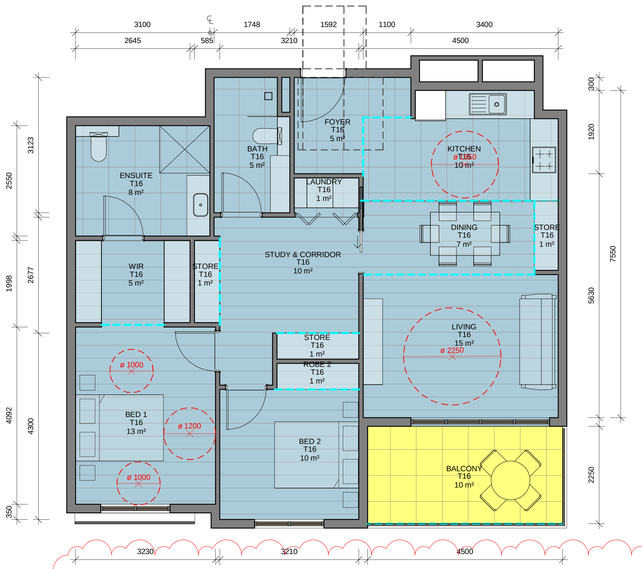


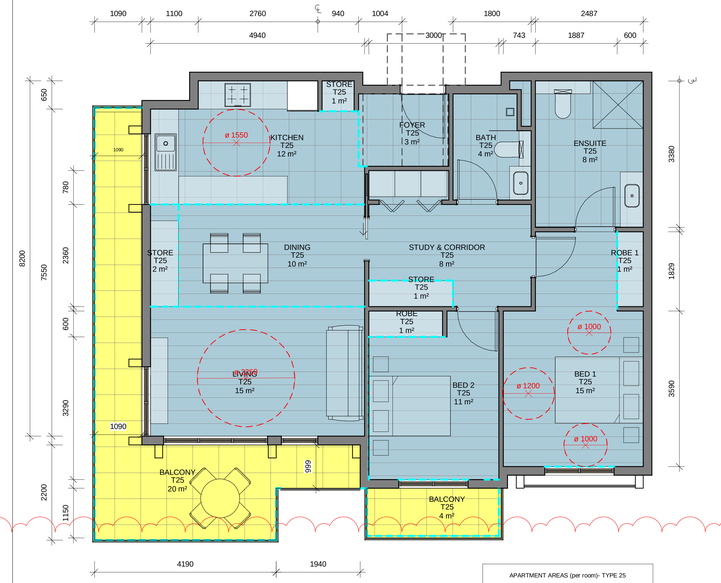
2.5 BED (93m² internal area)
TYPE 16

APARTMENT AREAS (per room)- TYPE 16	
Room Name	Area
BATH	5.2 m²
BED 1	13.3 m²
BED 2	9.6 m²
DINING	6.7 m²
ENSUITE	7.9 m²
FOYER	4.5 m²
KITCHEN	10.3 m²
LAUNDRY	1.2 m²
LIVING	14.8 m²
ROBE 2	1.1 m²
STORE	0.9 m²
STORE	1.1 m²
STORE	1.1 m²
STUDY & CORRIDOR	10.1 m²
WIR	5.1 m²
Grand total	93.2 m²

APARTMENT STORAGE
(0.9 + 1.1 + 1.1) M2 X HEIGHT 2.4 = 7.44M3

BALCONY	10.1 m²
STORE CARPARK	5.0 m²
Grand total	15.1 m²

CAR PARK STORAGE
5M2 X HEIGHT 2.4 = 12M3



2.5 BED (92m² internal area)
TYPE 25

APARTMENT AREAS (per room)- TYPE 25	
Room Name	Area
BATH	4.1 m²
BED 1	15.0 m²
BED 2	10.6 m²
DINING	10.1 m²
ENSUITE	8.4 m²
FOYER	3.5 m²
KITCHEN	12.4 m²
LIVING	14.8 m²
ROBE	1.0 m²
ROBE 1	1.0 m²
STORE	1.2 m²
STORE	0.5 m²
STORE	1.5 m²
STUDY & CORRIDOR	7.7 m²
Grand total	91.9 m²

APARTMENT STORAGE
(1.2 + 0.5 + 1.5) M2 X HEIGHT 2.4 = 7.68M3

BALCONY	19.6 m²
BALCONY	4.0 m²
STORE CARPARK	6.7 m²
Grand total	30.3 m²

CAR PARK STORAGE
6.7M2 X HEIGHT 2.4 = 16.08M3



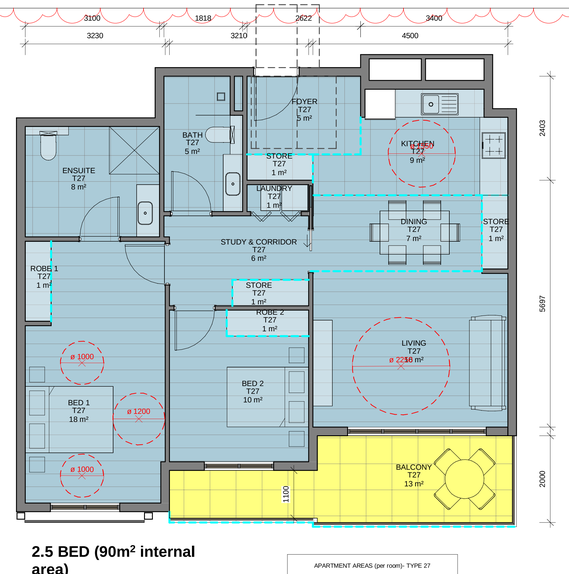
2.5 BED (89m² internal area)
TYPE 21

APARTMENT AREAS (per room)- TYPE 21	
Room Name	Area
BATH	5.5 m²
BED 1	16.4 m²
BED 2	9.9 m²
CORRIDOR	3.3 m²
DINING	7.6 m²
ENSUITE	7.6 m²
FOYER	6.0 m²
KITCHEN	7.0 m²
LAUNDRY	0.7 m²
LIVING RM	17.6 m²
ROBE 1	1.1 m²
ROBE 2	0.9 m²
STORE	0.7 m²
STORE	0.7 m²
STORE	0.7 m²
STUDY	3.0 m²
Grand total	88.7 m²

APARTMENT STORAGE
(0.7 + 0.7+0.7) M2 X HEIGHT 2.4 = 5.04M3

BALCONY	23.0 m²
STORE CARPARK	6.7 m²
Grand total	29.7 m²

CAR PARK STORAGE
6.7M2 X HEIGHT 2.4 = 16.08M3



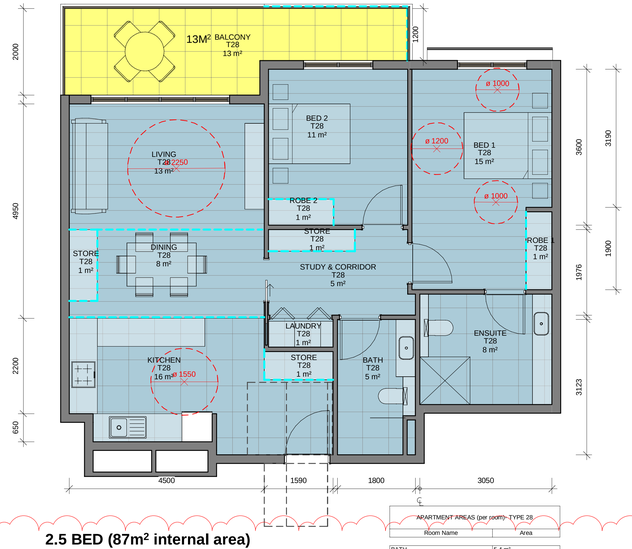
2.5 BED (90m² internal area)
TYPE 27

APARTMENT AREAS (per room)- TYPE 27	
Room Name	Area
BATH	5.4 m²
BED 1	18.3 m²
BED 2	10.1 m²
DINING	6.8 m²
ENSUITE	7.9 m²
FOYER	4.7 m²
KITCHEN	8.9 m²
LAUNDRY	0.9 m²
LIVING	16.2 m²
ROBE 1	1.1 m²
ROBE 2	1.1 m²
STORE	0.9 m²
STORE	1.0 m²
STORE	1.1 m²
STUDY & CORRIDOR	5.7 m²
Grand total	90.1 m²

APARTMENT STORAGE
(0.9 + 1.0 + 1.1) M2 X HEIGHT 2.4 = 7.2M3

BALCONY	13.1 m²
STORE CARPARK	6.7 m²
Grand total	19.8 m²

CAR PARK STORAGE
6.7M2 X HEIGHT 2.4 = 16.08M3



2.5 BED (87m² internal area)
TYPE 28

APARTMENT AREAS (per room)- TYPE 28	
Room Name	Area
BATH	5.4 m²
BED 1	15.3 m²
BED 2	10.7 m²
DINING	8.0 m²
ENSUITE	7.8 m²
KITCHEN	15.6 m²
LAUNDRY	1.0 m²
LIVING	13.1 m²
ROBE 1	1.1 m²
ROBE 2	0.9 m²
STORE	1.0 m²
STORE	1.0 m²
STORE	1.1 m²
STUDY & CORRIDOR	5.4 m²
Grand total	87.3 m²

APARTMENT STORAGE
(1.0 + 1.0 + 1.1) M2 X HEIGHT 2.4 = 7.44M3

BALCONY	13.2 m²
STORE CARPARK	6.7 m²
Grand total	20.0 m²

CAR PARK STORAGE
6.7M2 X HEIGHT 2.4 = 16.08M3

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Architect

MANAGER
RESTIFA & PARTNERS

CLIENT: MARCONI CLUB

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TYPICAL UNITS LAYOUT

Project number	2020.40	DA4104	D
Date	APRIL 2021		
Drawn by	Author	Scale	1 : 50

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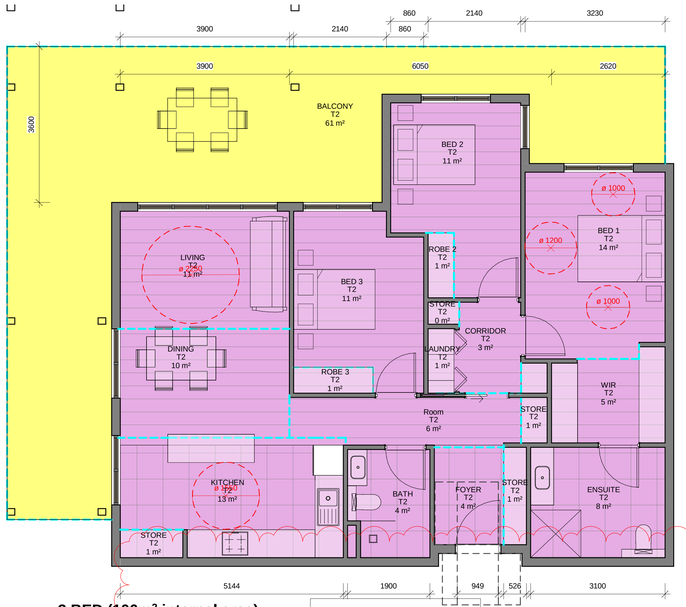


3 BED (106m² internal area)
APT TYPE 2

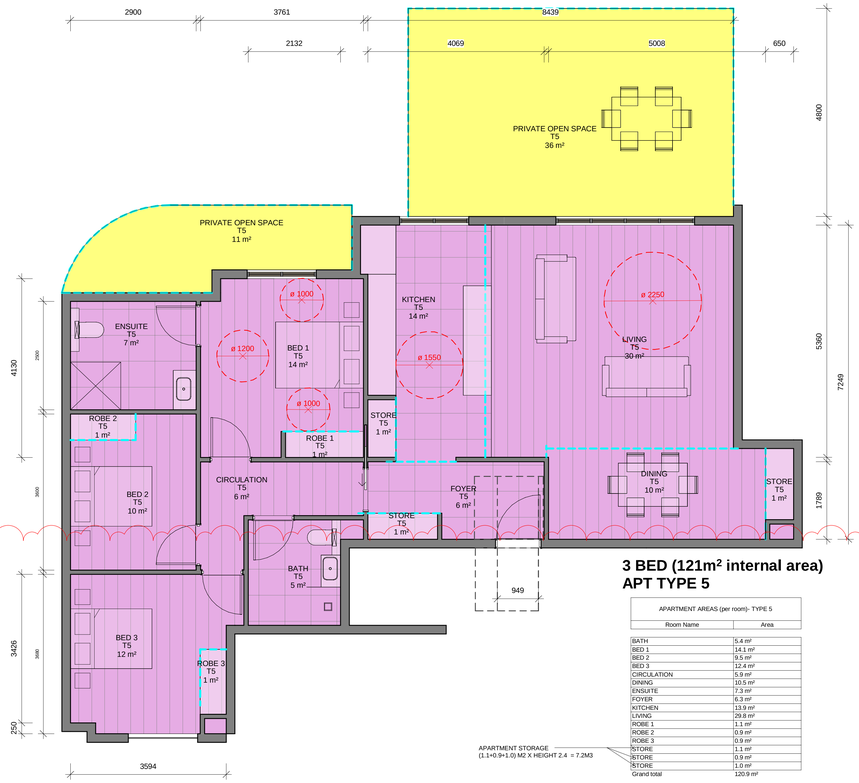
APARTMENT AREAS (per room)- TYPE 2

Room Name	Area
BATH	4.5 m²
BED 1	13.7 m²
BED 2	11.3 m²
BED 3	11.0 m²
CORRIDOR	3.0 m²
DINING	9.8 m²
ENSUITE	7.9 m²
FOYER	3.6 m²
KITCHEN	13.2 m²
LAUNDRY	0.9 m²
LIVING	10.6 m²
ROBE 2	0.9 m²
ROBE 3	1.1 m²
Room	6.0 m²
STORE	0.4 m²
STORE	1.2 m²
STORE	0.9 m²
STORE	1.1 m²
WIR	5.2 m²
Grand total	106.3 m²

APARTMENT STORAGE
(0.4+1.2+0.9+1.1) M2 X HEIGHT 2.4 = 8.64M3

CAR PARK STORAGE
8.3M2 X HEIGHT 2.4 = 19.92M3

BALCONY	61.0 m²
STORE CARPARK	8.3 m²
Grand total	69.3 m²



3 BED (121m² internal area)
APT TYPE 5

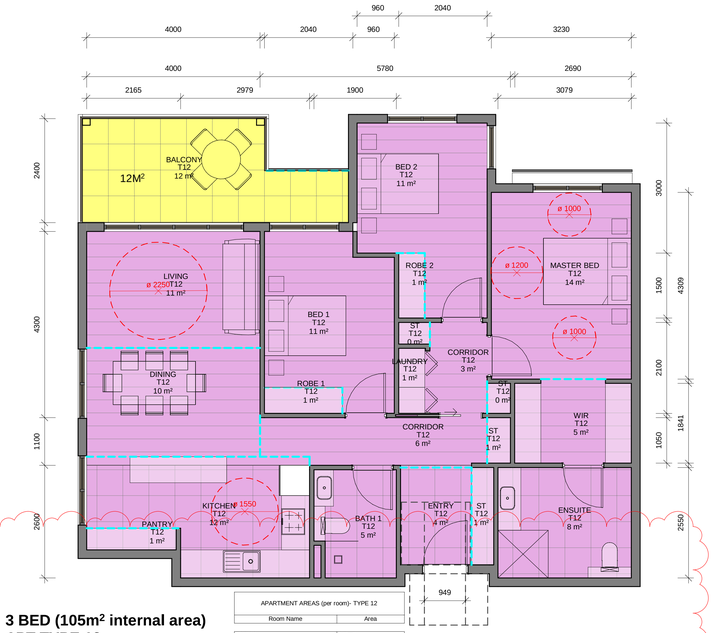
APARTMENT AREAS (per room)- TYPE 5

Room Name	Area
BATH	5.4 m²
BED 1	14.1 m²
BED 2	9.5 m²
BED 3	12.4 m²
CIRCULATION	5.9 m²
DINING	10.5 m²
ENSUITE	7.3 m²
FOYER	6.3 m²
KITCHEN	13.9 m²
LIVING	29.8 m²
ROBE 1	1.1 m²
ROBE 2	0.9 m²
ROBE 3	0.9 m²
STORE	1.1 m²
STORE	0.9 m²
STORE	1.0 m²
Grand total	120.9 m²

APARTMENT STORAGE
(1.1+0.9+1.0) M2 X HEIGHT 2.4 = 7.2M3

CAR PARK STORAGE
12.4M2 X HEIGHT 2.4 = 29.76M3

PRIVATE OPEN SPACE	36.0 m²
PRIVATE OPEN SPACE	10.6 m²
STORE CARPARK	12.4 m²
Grand total	59.0 m²



3 BED (105m² internal area)
APT TYPE 12

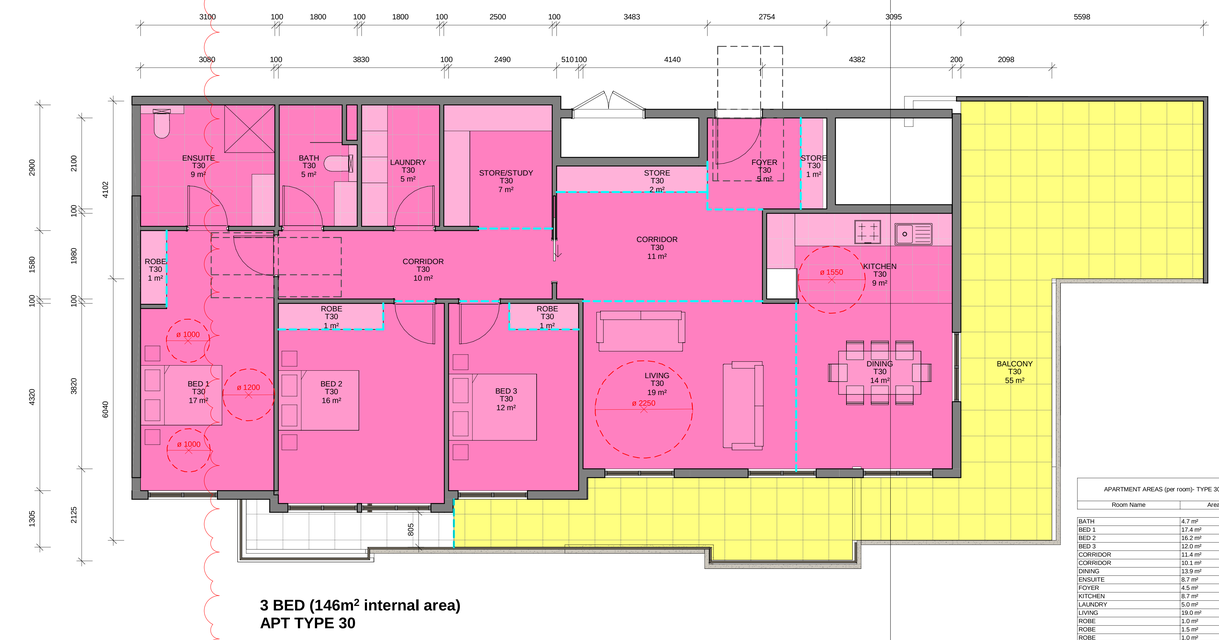
APARTMENT AREAS (per room)- TYPE 12

Room Name	Area
BATH 1	4.5 m²
BED 1	11.0 m²
BED 2	11.2 m²
CORRIDOR	5.6 m²
CORRIDOR	2.8 m²
DINING	10.0 m²
ENSUITE	7.9 m²
ENTRY	3.7 m²
KITCHEN	11.9 m²
LAUNDRY	0.9 m²
LIVING	10.8 m²
MASTER BED	13.9 m²
PANTRY	1.0 m²
ROBE 1	1.1 m²
ROBE 2	0.9 m²
ST	1.1 m²
ST	0.4 m²
ST	0.4 m²
ST	0.6 m²
WIR	5.1 m²
Grand total	104.7 m²

APARTMENT STORAGE
(1.1+0.4+0.4+0.6) M2 X HEIGHT 2.4 = 6M3

BALCONY	12.4 m²
STORE CARPARK	16.0 m²
Grand total	28.4 m²

CAR PARK STORAGE
16M2 X HEIGHT 2.4 = 38.4M3



3 BED (146m² internal area)
APT TYPE 30

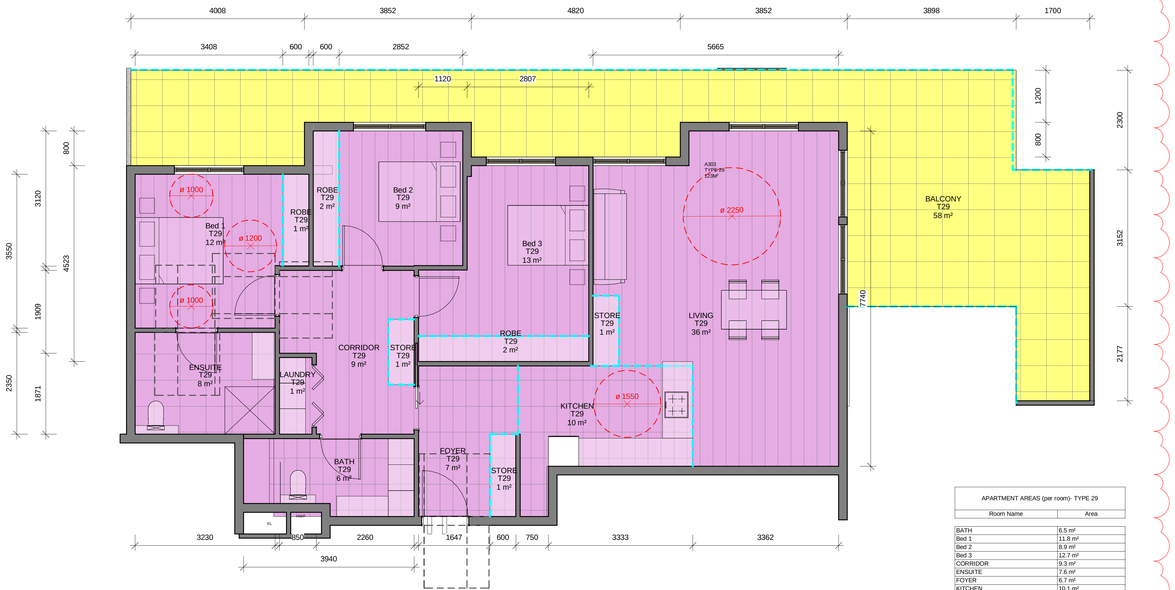
APARTMENT AREAS (per room)- TYPE 30

Room Name	Area
BATH	4.7 m²
BED 1	17.4 m²
BED 2	16.2 m²
BED 3	12.0 m²
CORRIDOR	11.4 m²
CORRIDOR	10.1 m²
DINING	13.9 m²
ENSUITE	8.7 m²
FOYER	4.5 m²
KITCHEN	8.7 m²
LAUNDRY	5.0 m²
LIVING	19.0 m²
ROBE	1.0 m²
ROBE	1.5 m²
ROBE	1.0 m²
STORE	1.3 m²
STORE	2.1 m²
STORE/STUDY	7.1 m²
Grand total	145.6 m²

APARTMENT STORAGE
(1.3+2.1) M2 X HEIGHT 2.4 = 8.16M3

CAR PARK STORAGE
6.9M2 X HEIGHT 2.4 =16.56M3

BALCONY	54.7 m²
STORE CARPARK	6.9 m²
Grand total	61.7 m²



3 BED (119m² internal area)
APT TYPE 29

APARTMENT AREAS (per room)- TYPE 29

Room Name	Area
BATH	6.5 m²
Bed 1	11.8 m²
Bed 2	8.9 m²
Bed 3	12.7 m²
CORRIDOR	9.3 m²
ENSUITE	7.6 m²
FOYER	6.7 m²
KITCHEN	10.1 m²
LAUNDRY	1.3 m²
LIVING	35.8 m²
ROBE	1.3 m²
ROBE	1.9 m²
ROBE	2.3 m²
STORE	0.9 m²
STORE	1.1 m²
STORE	1.0 m²
Grand total	119.2 m²

APARTMENT STORAGE
(0.9 + 1.1 + 1.0) M2 X HEIGHT 2.4 = 7.2M3

CAR PARK STORAGE
11.3M2 X HEIGHT 2.4 = 27.12M3

BALCONY	58.0 m²
STORE CARPARK	11.3 m²
Grand total	69.3 m²

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TYPICAL UNITS LAYOUT

Project number	2020.40	DA4105	D
Date	APRIL 2021		
Drawn by	Author	Scale 1 : 50	

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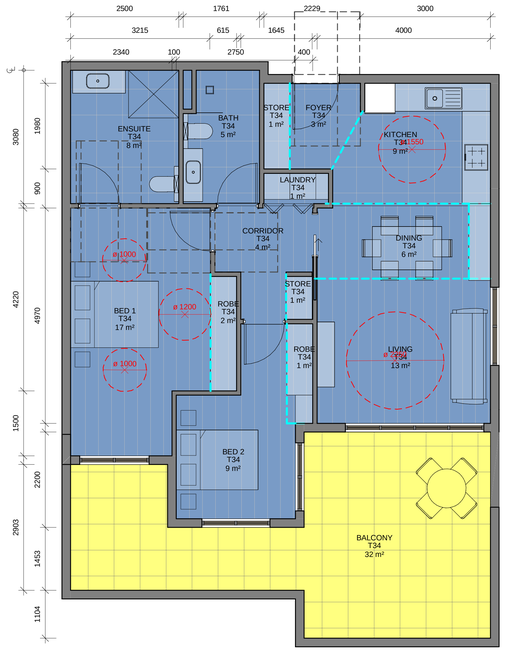


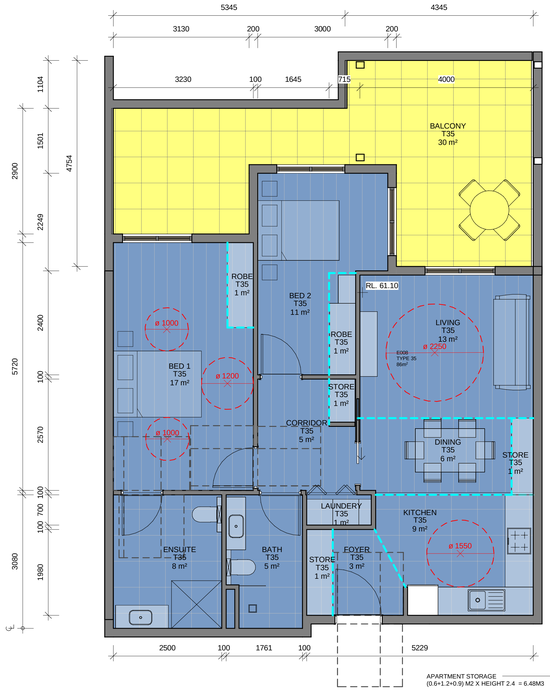
APARTMENT AREAS (per room)- TYPE 34	
Room Name	Area
BATH	5.1 m²
BED 1	17.1 m²
BED 2	9.5 m²
CORRIDOR	4.5 m²
DINING	6.0 m²
ENSUITE	7.7 m²
FOYER	2.8 m²
KITCHEN	9.2 m²
LAUNDRY	1.0 m²
LIVING	13.4 m²
ROBE	1.4 m²
ROBE	1.6 m²
STORE	0.6 m²
STORE	1.2 m²
Grand total	81.1 m²

APARTMENT STORAGE
(0.6+1.2) M2 X 78.1HT 2.4 = 4.32M3

BALCONY	31.5 m²
STORE CARPARK	6.7 m²
Grand total	38.3 m²

CAR PARK STORAGE
6.7M2 X HEIGHT 2.4 =16.08M3

2 BED (81m² internal area)
APT TYPE 34



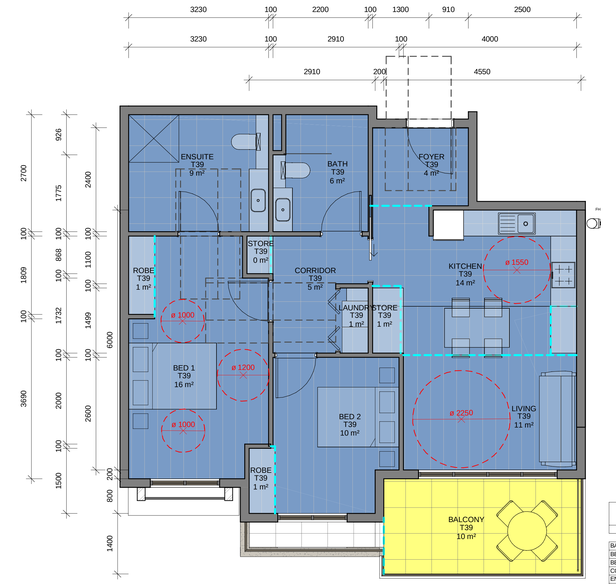
APARTMENT AREAS (per room)- TYPE 35	
Room Name	Area
BATH	5.1 m²
BED 1	17.3 m²
BED 2	10.7 m²
CORRIDOR	5.1 m²
DINING	6.2 m²
ENSUITE	7.7 m²
FOYER	2.8 m²
KITCHEN	9.2 m²
LAUNDERY	1.0 m²
LIVING	13.2 m²
ROBE	1.4 m²
ROBE	1.2 m²
STORE	1.2 m²
STORE	0.6 m²
STORE	0.9 m²
Grand total	83.7 m²

APARTMENT STORAGE
(0.6+1.2+0.9) M2 X HEIGHT 2.4 = 6.48M3

BALCONY	29.8 m²
STORE CARPARK	6.9 m²
Grand total	36.7 m²

CAR PARK STORAGE
6.9M2 X HEIGHT 2.4 =16.56M3

2 BED (84m² internal area)
APT TYPE 35



APARTMENT AREAS (per room)- TYPE 39	
Room Name	Area
BATH	5.7 m²
BED 1	15.9 m²
BED 2	9.8 m²
CORRIDOR	4.8 m²
ENSUITE	8.7 m²
FOYER	4.0 m²
KITCHEN	14.1 m²
LAUNDRY	1.0 m²
LIVING	10.6 m²
ROBE	1.1 m²
ROBE	0.9 m²
STORE	0.5 m²
STORE	1.0 m²
Grand total	78.1 m²

APARTMENT STORAGE
(0.5+1.0) M2 X HEIGHT 2.4 = 3.6M3

BALCONY	9.9 m²
STORE CARPARK	6.1 m²
Grand total	16.0 m²

CAR PARK STORAGE
6.1M2 X HEIGHT 2.4 =14.64M3

2 BED (78m² internal area)
APT TYPE 39

NOTE
S:
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No.	Description	Date
A	Section 34 issue	20-01-2022

DACCA ARCHITECTURE
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Architect

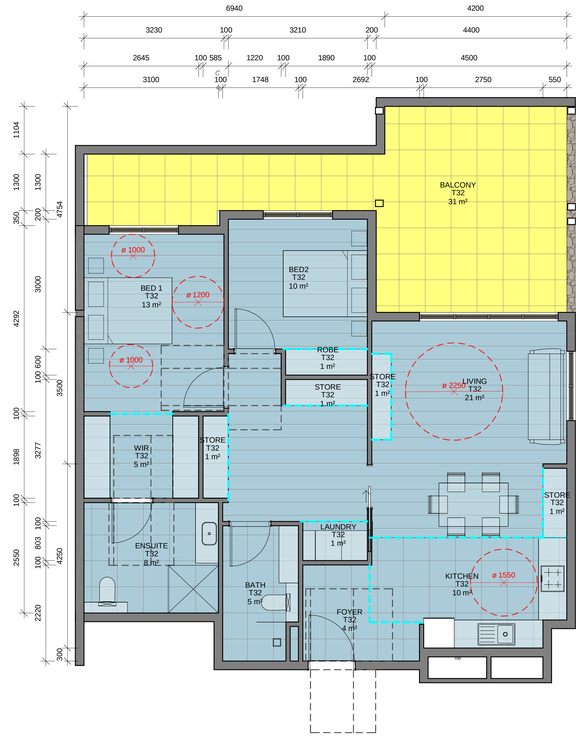
MANAGER
RESTIFA & PARTNERS

CLIENT: MARCONI CLUB
CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

TYPICAL UNITS LAYOUT

Project number	2020.40	DA4106	A
Date	APRIL 2021		
Drawn by	Author	Scale	1:50

20/01/2022 5:32:23 AM



2 BED (83m² internal area)
APT TYPE 32

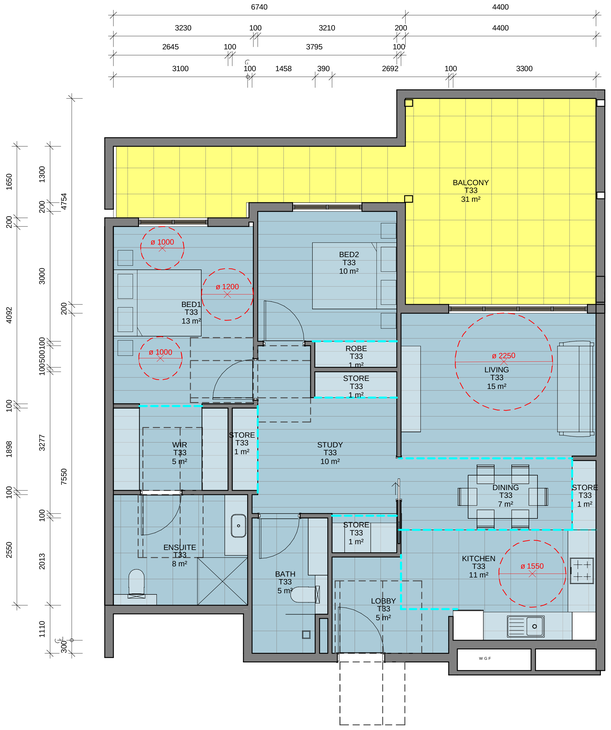
APARTMENT STORAGE
(1.1+1.1+0.9+0.9) M2 X HEIGHT 2.4 =9.6M3

APARTMENT AREAS (per room)- TYPE 32

Room Name	Area
BATH	5.2 m²
BED2	9.6 m²
BED 1	13.3 m²
ENSUITE	7.9 m²
FOYER	4.5 m²
KITCHEN	10.5 m²
LAUNDRY	1.3 m²
LIVING	20.7 m²
ROBE	1.1 m²
STORE	1.1 m²
STORE	1.1 m²
STORE	0.9 m²
STORE	0.9 m²
WIR	5.1 m²
Grand total	83.2 m²

CAR PARK STORAGE
4.7M2 X HEIGHT 2.4 =11.23M3

BALCONY	30.6 m²
STORE CARPARK	4.7 m²
Grand total	35.3 m²



2 BED (94m² internal area)
APT TYPE 33

APARTMENT STORAGE
(1.1+1.1+0.9+1.3) M2 X HEIGHT 2.4 =10.56M3

APARTMENT AREAS (per room)- TYPE 33

Room Name	Area
BATH	5.2 m²
BED1	13.3 m²
BED2	9.6 m²
DINING	6.5 m²
ENSUITE	7.9 m²
KITCHEN	10.6 m²
LIVING	15.0 m²
LOBBY	4.7 m²
ROBE	1.1 m²
STORE	1.1 m²
STORE	1.1 m²
STORE	0.9 m²
STORE	1.3 m²
STUDY	10.2 m²
WIR	5.1 m²
Grand total	93.7 m²

CAR PARK STORAGE
4.8M2 X HEIGHT 2.4 =11.52M3

BALCONY	30.8 m²
STORE CARPARK	4.8 m²
Grand total	35.6 m²



2 BED (79m² internal area)
APT TYPE 36

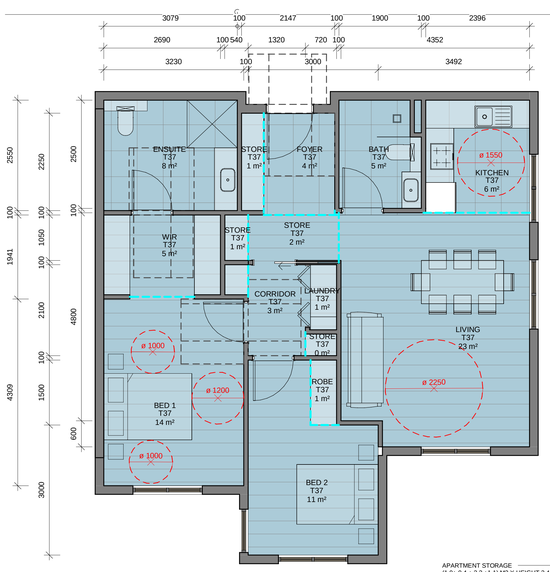
APARTMENT STORAGE
(1.1+1.2+0.9+1.1) M2 X HEIGHT 2.4 =10.32M3

APARTMENT AREAS (per room)- TYPE 36

Room Name	Area
BATH	5.2 m²
BED1	13.2 m²
BED2	9.6 m²
CORRIDOR	10.1 m²
DINING	6.5 m²
ENSUITE	8.4 m²
FOYER	5.3 m²
KITCHEN	10.0 m²
ROBE	1.1 m²
STORE	1.1 m²
STORE	1.2 m²
STORE	0.9 m²
STORE	1.1 m²
WIR	5.2 m²
Grand total	79.0 m²

CAR PARK STORAGE
5.2M2 X HEIGHT 2.4 =12.48M3

BALCONY	10.8 m²
STORE CARPARK	5.2 m²
Grand total	16.0 m²



2 BED (85m² internal area)
APT TYPE 37

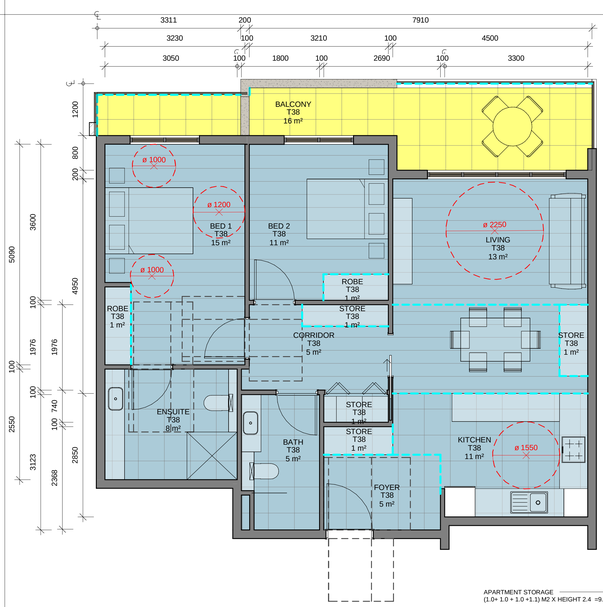
APARTMENT STORAGE
(1.0+ 0.4 + 2.2 +1.1) M2 X HEIGHT 2.4 =11.28M3

APARTMENT AREAS (per room)- TYPE 37

Room Name	Area
BATH	4.5 m²
BED 1	14.0 m²
BED 2	11.2 m²
CORRIDOR	2.8 m²
ENSUITE	7.9 m²
FOYER	3.8 m²
KITCHEN	6.2 m²
LAUNDRY	0.9 m²
LIVING	23.0 m²
ROBE	0.9 m²
STORE	1.0 m²
STORE	0.4 m²
STORE	2.2 m²
STORE	1.1 m²
WIR	5.0 m²
Grand total	84.9 m²

CAR PARK STORAGE
4.8M2 X HEIGHT 2.4 =11.52M3

STORE CARPARK	4.8 m²
Grand total	4.8 m²



2 BED (80m² internal area)
APT TYPE 38

APARTMENT STORAGE
(1.0+ 1.0 + 1.0 +1.1) M2 X HEIGHT 2.4 =9.84M3

APARTMENT AREAS (per room)- TYPE 38

Room Name	Area
BATH	5.4 m²
BED 1	15.3 m²
BED 2	10.7 m²
CORRIDOR	5.4 m²
ENSUITE	7.8 m²
FOYER	4.7 m²
KITCHEN	11.2 m²
LIVING	13.1 m²
ROBE	0.9 m²
ROBE	1.1 m²
STORE	1.0 m²
STORE	1.0 m²
STORE	1.0 m²
STORE	1.1 m²
Grand total	79.5 m²

CAR PARK STORAGE
6.1M2 X HEIGHT 2.4 =14.64M3

BALCONY	16.1 m²
STORE CARPARK	6.1 m²
Grand total	22.2 m²

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No.	Description	Date
A	Section 34 issue	20-01-2022

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Architect

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RESTIFA & PARTNERS

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TYPICAL UNITS LAYOUT

Project number	2020.40
Date	APRIL 2021
Drawn by	Author
Scale	1 : 50

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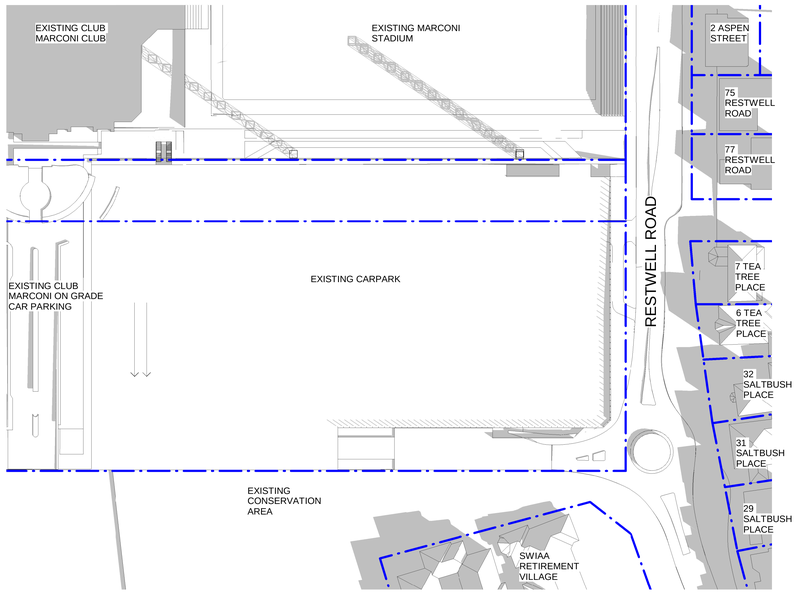

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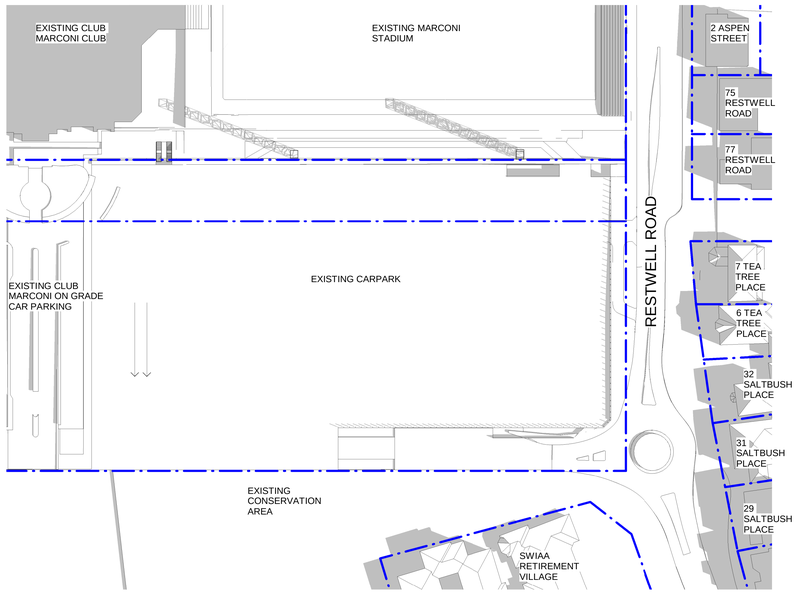

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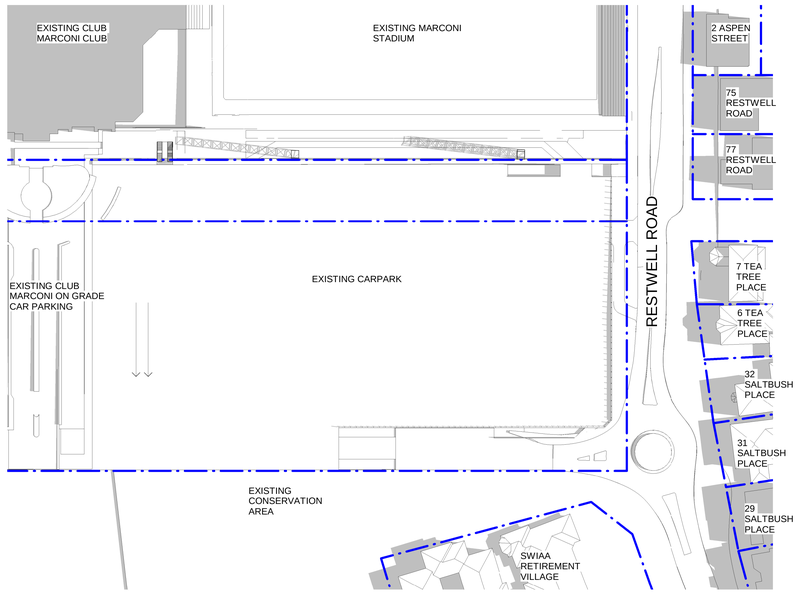

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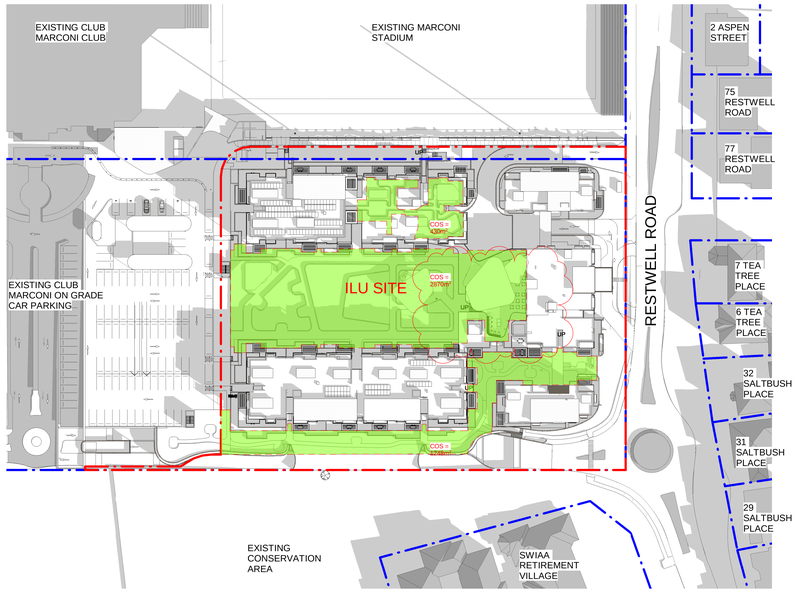

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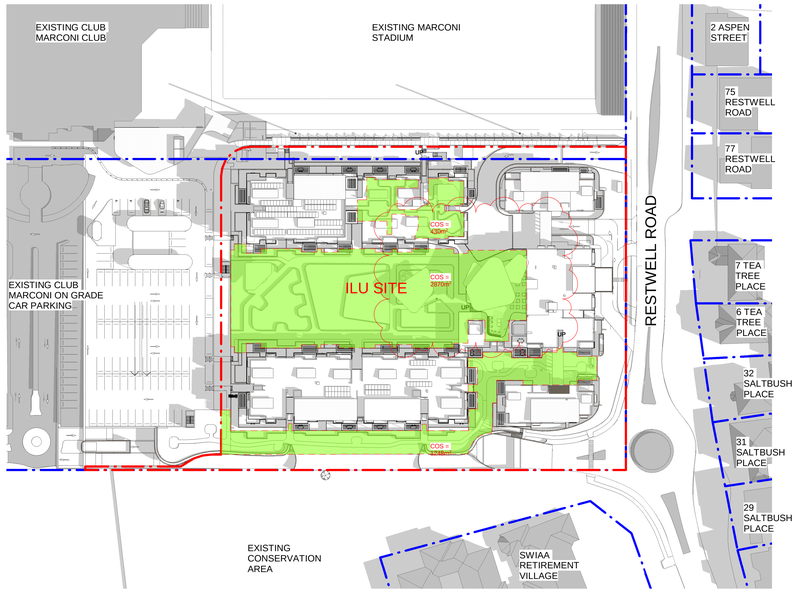

5 DA2000 **PROPOSED JUNE 21- 10AM**
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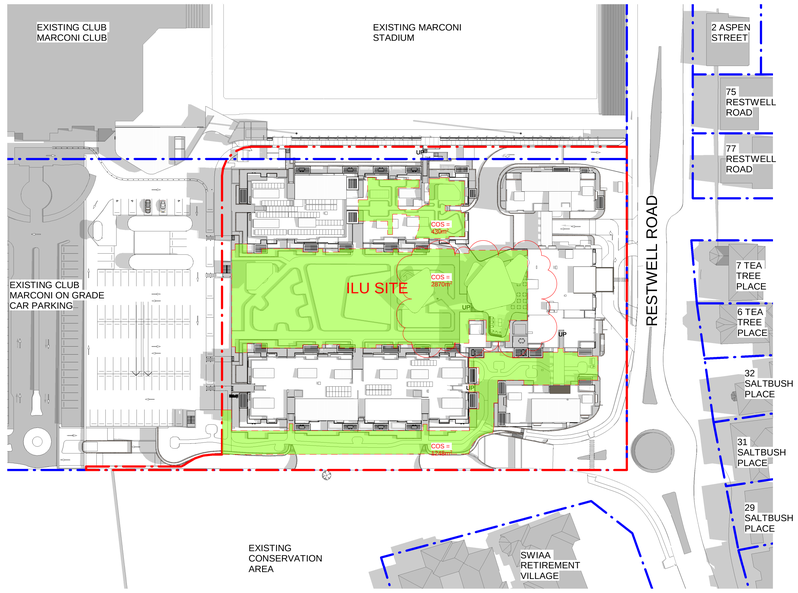

6 DA2000 **PROPOSED JUNE 21- 11AM**
Scale:1 : 700

SHADOW DIAGRAM LEGEND

- SUBJECT SITE
- ADDITIONAL SHADOW ON NEIGHBOURING SITES
- COMMUNAL OPEN SPACE

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No.	Description	Date
A	ISSUED FOR PRE-DA	17-11-2020
B	ISSUED FOR DA	23-04-2020
C	SECTION 34 ISSUE.	15-11-2021
D	SECTION 34	19.01.22
E	Section 34 issue	20-01-2022

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Architect

MANAGER
RESTIFA & PARTNERS

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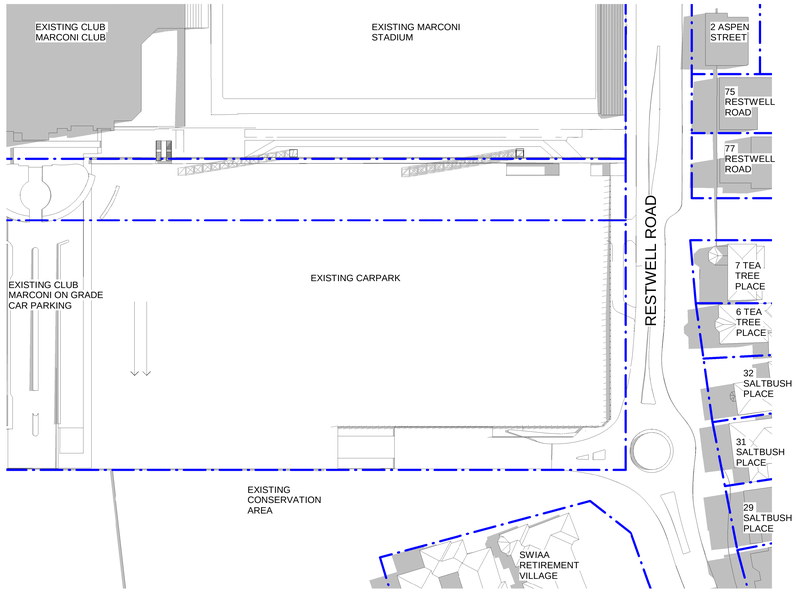
CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

SHADOW DIAGRAM - EXISTING & PROPOSED, COMMON AREA

Project number	2020.40	DA5000	E
Date	APRIL 2021		
Drawn by	TM	Scale	As indicated

2/06/2022 3:33:47 AM



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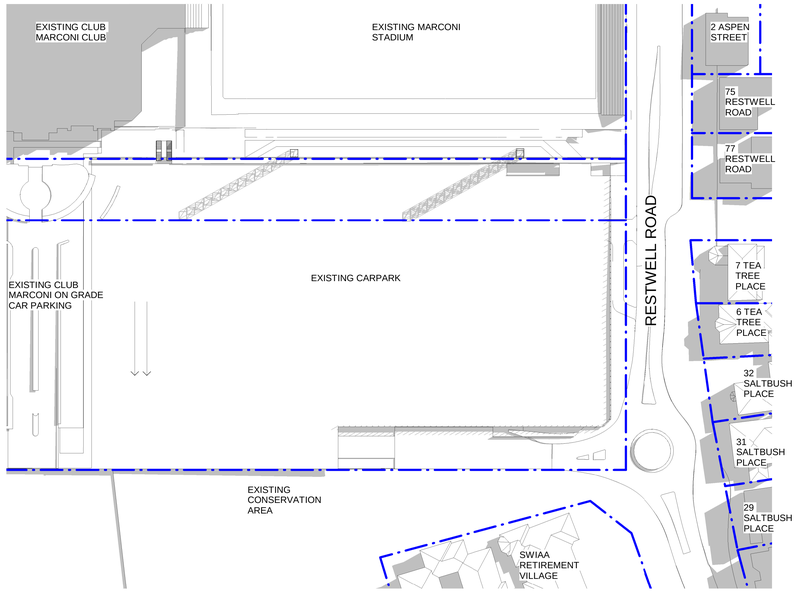

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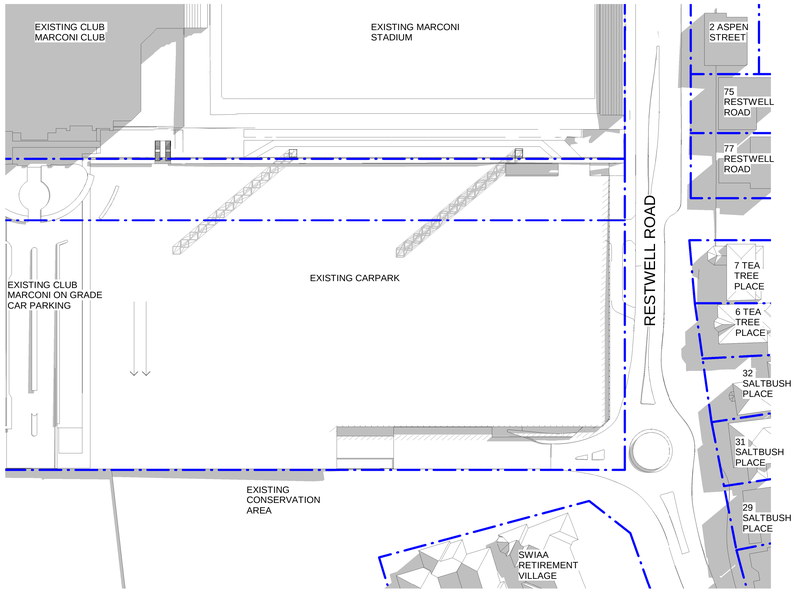
Scale:1 : 700



3 DA2000 **EXISTING JUNE 21- 2PM**
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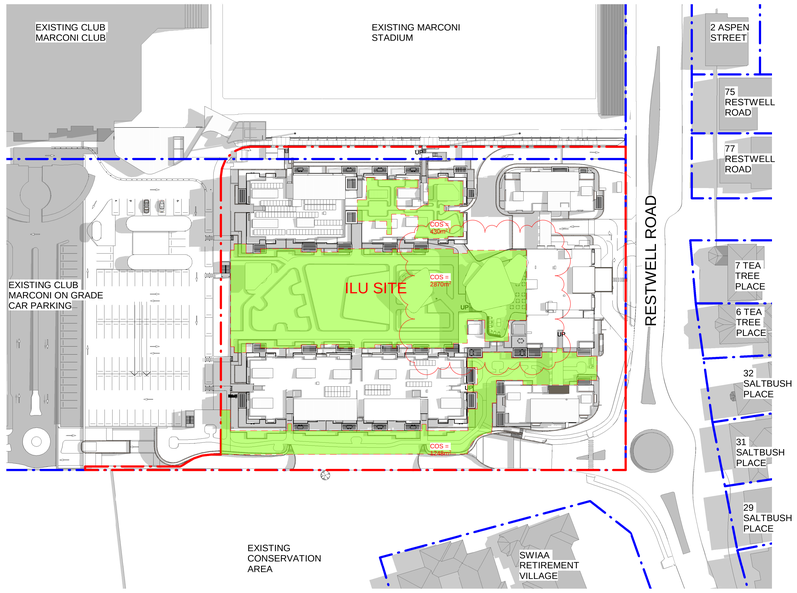

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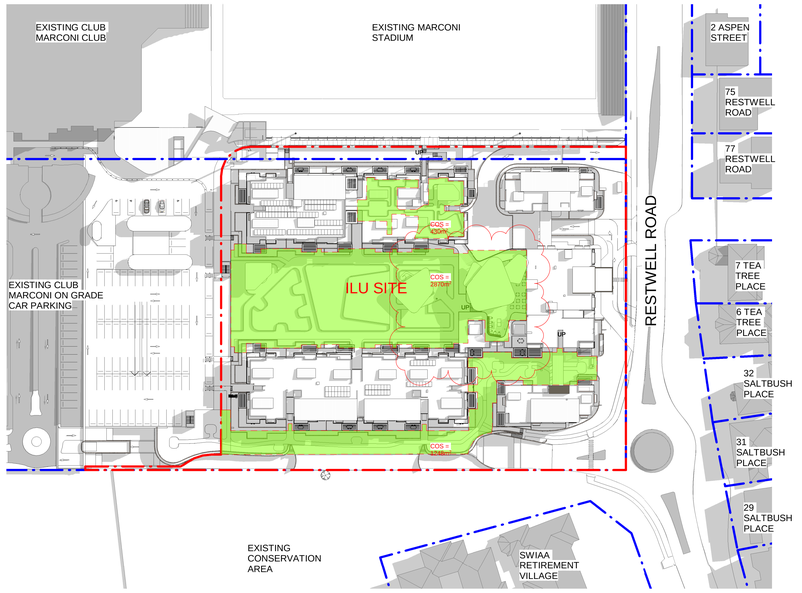

5 DA2000 **PROPOSED JUNE 21- 1PM**
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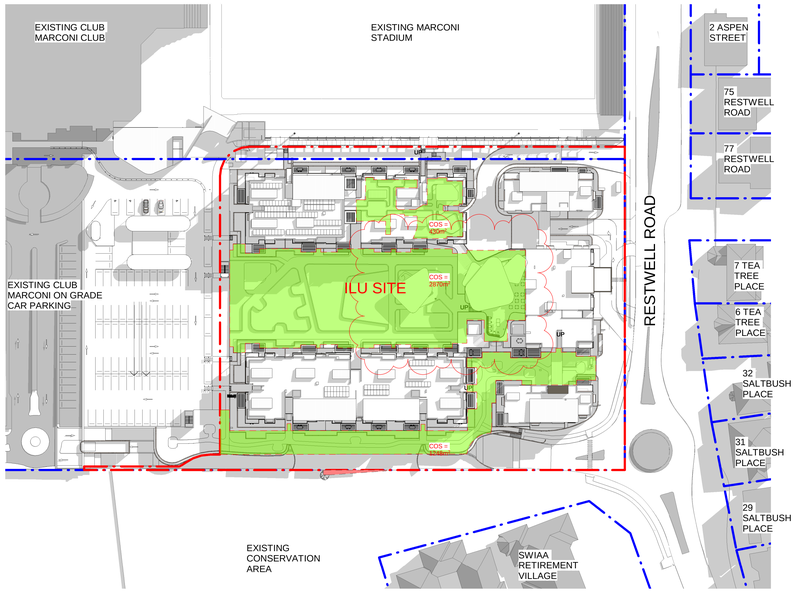

6 DA2000 **PROPOSED JUNE 21- 2PM**
Scale:1 : 700

SHADOW DIAGRAM LEGEND

- SUBJECT SITE
- ADDITIONAL SHADOW ON NEIGHBOURING SITES
- COMMUNAL OPEN SPACE

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A	ISSUED FOR DA	23-04-2020
B	SECTION 34 ISSUE	15-11-2021
C	SECTION 34	19.01.22
D	Section 34 issue	20-01-2022

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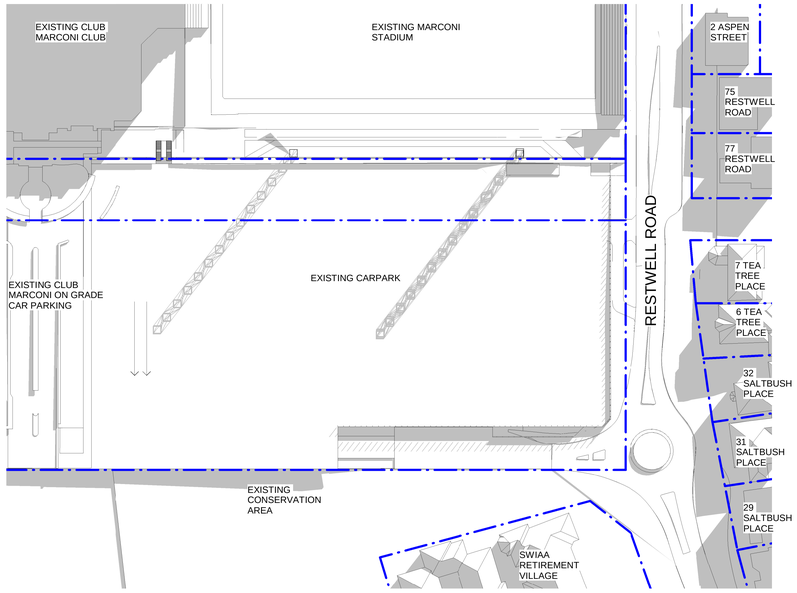
SHADOW DIAGRAM - EXISTING & PROPOSED, COMMON AREA

Project number	2020.40	DA5001	D
Date	APRIL 2021		
Drawn by	Author	Scale	As indicated

2/06/2022 3:35:55 AM



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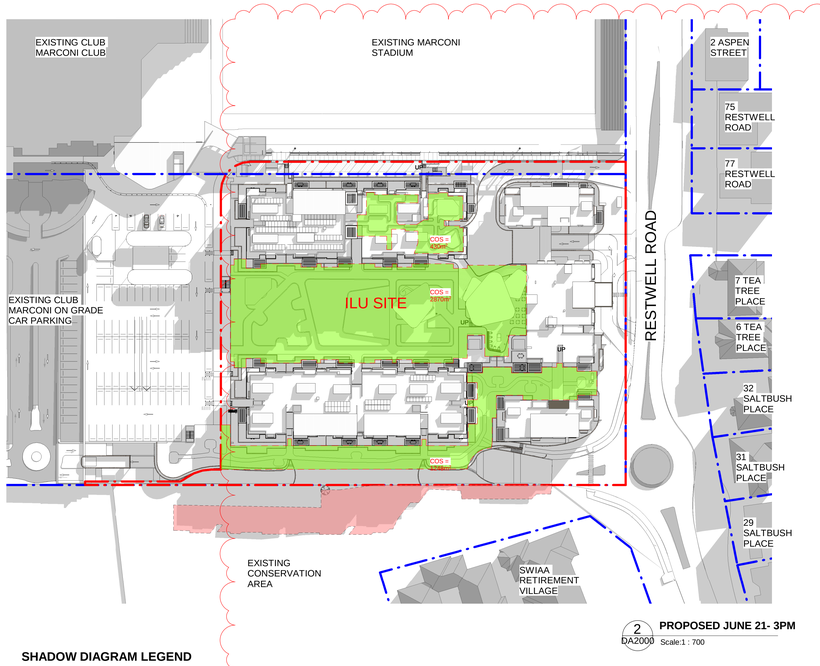
Scale:1 : 700



2 DA2000 **PROPOSED JUNE 21- 3PM**
Scale:1 : 700

SHADOW DIAGRAM LEGEND

- SUBJECT SITE
- ADDITIONAL SHADOW ON NEIGHBOURING SITES
- COMMUNAL OPEN SPACE

CONCLUSIONS

COMMUNAL OPEN SPACE SOLAR ACCESS- JUNE 21

AREA	9AM	10AM	11AM	12PM	1PM	2PM	3PM
ROOF	95%	95%	95%	95%	95%	95%	80%
PODIUM	80%	95%	95%	95%	95%	80%	50%
GROUND FLOOR	70%	80%	90%	90%	80%	40%	10%
TOTAL	81%	90%	93%	93%	90%	71%	46%

MORE THAN 70% OF COMMUNAL OPEN SPACE RECEIVES 5 HOURS OF SOLAR ACCESS IN MID WINTER

COMMUNAL OPEN SPACE CALCULATION

SITE AREA	13,447m^2
REQUIRED COMMUNAL OPEN SPACE	25% = 3,361.7m^2
PROPOSED COMMUNAL AREA	
- GROUND FLOOR	4772.70m^2
- LEVEL 1 (PODIUM)	560m^2
- ROOF	554m^2
TOTAL	**32% = 4423m^2**

ADDITIONAL SHADOW ON NEIGHBOURING PROPERTIES - JUNE 21

BOUNDARY	9AM	10AM	11AM	12PM	1PM	2PM	3PM
NORTH	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SOUTH	N/A	N/A	N/A	N/A	N/A	N/A	N/A
EAST	NO	NO	NO	NO	NO	YES	YES
WEST	N/A	N/A	N/A	N/A	N/A	N/A	N/A

ADDITIONAL SHADOW ON NEIGHBOURING PROPERTIES IS MINIMAL AND OCCURS MOSTLY AFTER 3PM IN MID WINTER

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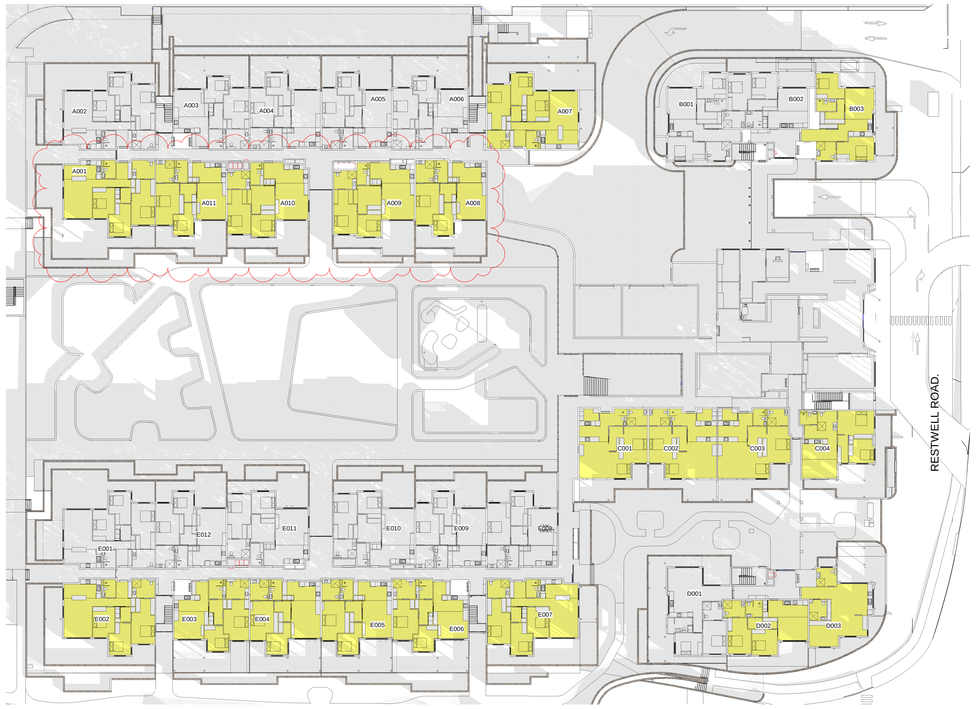
SHADOW DIAGRAM - EXISTING & PROPOSED, COMMON AREA

Project number	2020.40	DA5002	D
Date	APRIL 2021		
Drawn by	Author	Scale As indicated	

20/01/2022 5:35:32 AM

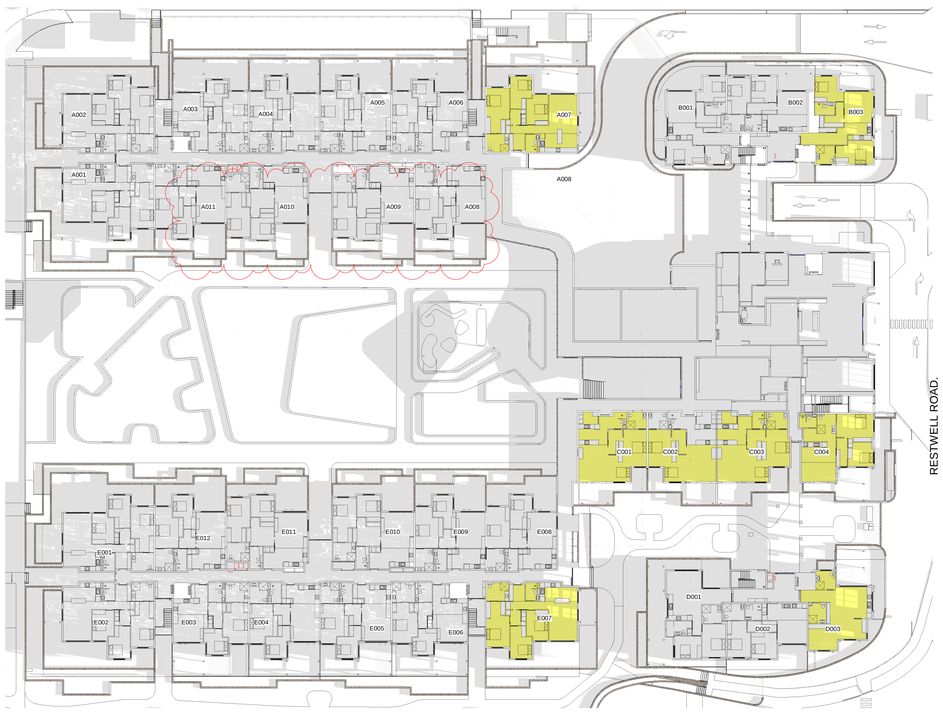
20 APARTMENTS ON GROUND LEVEL ACHIEVE 2 HOURS OR MORE



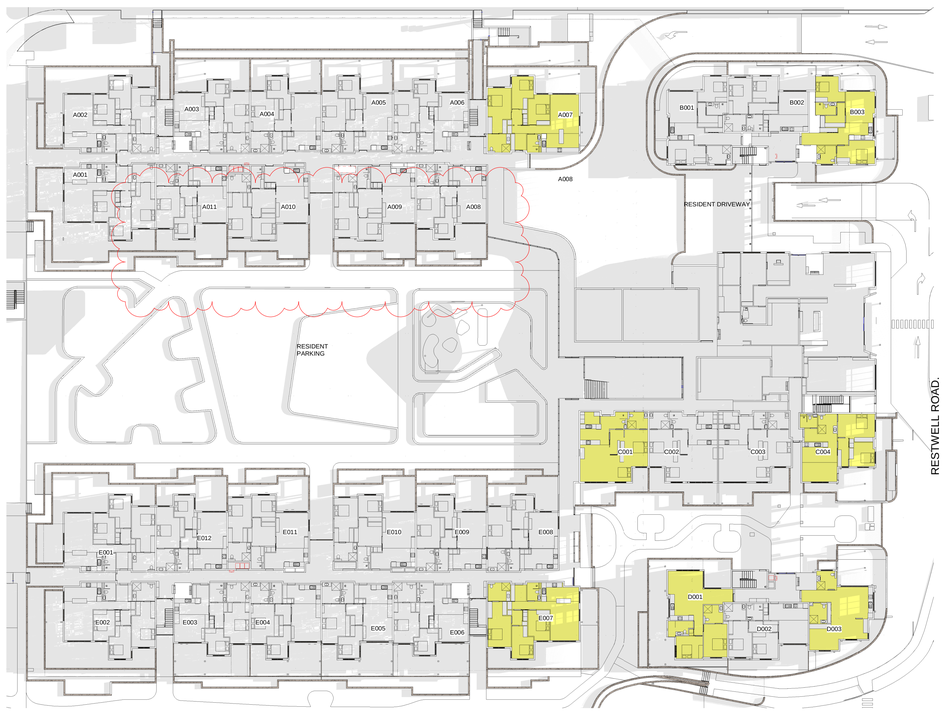
1 **GF-9AM**
Scale:



2 **GF-10AM**
Scale:



3 **GF-11AM**
Scale:



4 **GF-12PM**
Scale:

NOTE
S:
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2. ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCING FABRICATION AND CONSTRUCTION.
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No.	Description	Date
A	ISSUED FOR PRE-DA	17-11-2020
B	ISSUED FOR DA	23-04-2020
C	SECTION 34 ISSUE.	15-11-2021
D	SECTION 34	19.01.22
E	Section 34 issue	20-01-2022

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Architect

MANAGER
RESTIFA & PARTNERS

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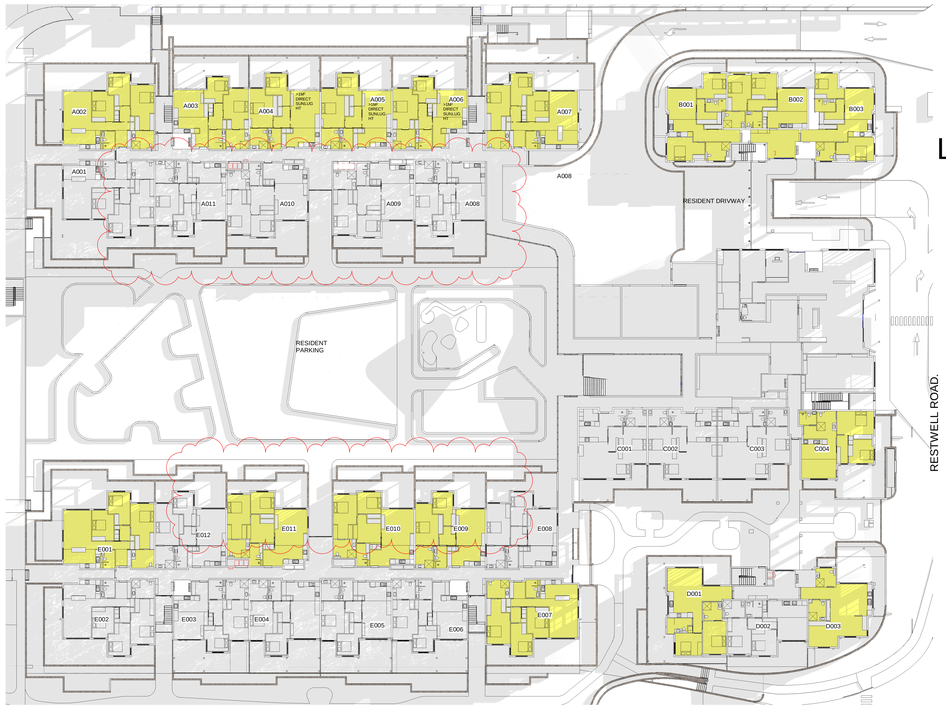
SOLAR ACCESS PLAN VIEW - GL

Project number	2020.40	DA5003	E
Date	APRIL 2021		
Drawn by	Author	Scale	

20/01/2022 5:38:27 AM



1 **GF-1PM**

20 APARTMENTS ON GROUND LEVEL ACHIEVE 2 HOURS OR MORE



2 **GF-2PM**



3 **GF-3PM**

SOLAR CALCULATION - GROUND LEVEL

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM	COMPLY/HOURS
A001	Y							N / 0HRS
A002					Y	Y	Y	Y / 2HRS
A003					Y	Y	Y	Y / 2HRS
A004					Y	Y	Y	Y / 2HRS
A005					Y	Y	Y	Y / 2HRS
A006					Y	Y	Y	Y / 2HRS
A007	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
A008	Y							N / 0HRS
A009	Y	Y						N / 1HRS
A010	Y	Y						N / 1HRS
A011	Y							N / 0HRS
B001					Y	Y	Y	Y / 2HRS
B002					Y	Y	Y	Y / 2HRS
B003	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
C001	Y	Y	Y	Y				Y / 3HRS
C002	Y	Y	Y					Y / 2HRS
C003	Y	Y	Y					Y / 2HRS
C004	Y	Y	Y	Y	Y	Y		Y / 5HRS
D001				Y	Y	Y	Y	Y / 3HRS
D002	Y	Y						N / 1HRS
D003	Y	Y	Y	Y	Y	Y		Y / 6HRS
E001						Y	Y	Y / 2HRS
E002	Y	Y						N / 1HRS
E003	Y	Y						N / 1HRS
E004	Y	Y						N / 1HRS
E005	Y	Y						N / 1HRS
E006	Y	Y						N / 1HRS
E007	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E008								N / 0HRS
E009					Y	Y	Y	Y / 2HRS
E010					Y	Y	Y	Y / 2HRS
E011					Y	Y	Y	Y / 2HRS
E012						Y	Y	N / 1HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 20 / 33

SOLAR CALCULATION - LEVEL 1

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM	COMPLY/HOURS
A101	Y							N / 1HRS
A102					Y	Y	Y	Y / 2HRS
A103					Y	Y	Y	Y / 2HRS
A104					Y	Y	Y	Y / 2HRS
A105					Y	Y	Y	Y / 2HRS
A106					Y	Y	Y	Y / 2HRS
A107	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
A108	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
A109	Y	Y						N / 1HRS
A110	Y							N / 0HRS
A111	Y	Y						N / 1HRS
A112	Y							N / 0HRS
B101					Y	Y	Y	Y / 2HRS
B102					Y	Y	Y	Y / 2HRS
B103	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
C101	Y	Y	Y	Y				Y / 3HRS
C102	Y	Y	Y	Y	Y			Y / 4HRS
D101					Y	Y	Y	Y / 2HRS
D102	Y	Y						N / 1HRS
D103	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E101	Y							N / 0HRS
E102						Y	Y	Y / 2HRS
E103					Y	Y	Y	Y / 2HRS
E104					Y	Y	Y	Y / 2HRS
E105					Y	Y	Y	Y / 2HRS
E106					Y	Y	Y	N / 1HRS
E107	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E108	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E109	Y	Y						N / 1HRS
E110	Y	Y						N / 1HRS
E111	Y							N / 0HRS
E112	Y	Y						N / 1HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 21 / 32

SOLAR CALCULATION - LEVEL 2

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM	COMPLY/HOURS
A201	Y							N / 1HRS
A202					Y	Y	Y	Y / 2HRS
A203					Y	Y	Y	Y / 2HRS
A204					Y	Y	Y	Y / 2HRS
A205					Y	Y	Y	Y / 2HRS
A206				Y	Y	Y	Y	Y / 3HRS
A207	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
A208	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
A209	Y	Y				Y	Y	Y / 4HRS (NOTE 1 LIVING / LIVING PORTAL 2 - 9AM-10AM LHR NOTE 2 LIVING PORTAL 1 - 11AM-12PM LHR)
A210	Y	Y				Y	Y	Y / 4HRS (NOTE 1 LIVING / LIVING PORTAL 2 - 9AM-10AM LHR NOTE 2 LIVING PORTAL 1 - 11AM-12PM LHR)
A211	Y	Y	Y			Y		Y / 3HRS
A212	Y							N /0HRS
E201	Y	Y				Y	Y	Y / 2HRS
E202						Y	Y	Y / 2HRS
E203						Y	Y	Y / 2HRS
E204		Y	Y	Y	Y	Y	Y	Y / 5HRS
E205						Y	Y	Y / 2HRS
E206						Y	Y	Y / 2HRS
E207	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E208	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E209	Y	Y	Y	Y	Y	Y		Y / 4HRS
E210	Y	Y				Y	Y	Y / 3HRS
E211	Y	Y					Y	Y / 2HRS
E212	Y	Y					Y	Y / 2HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 22 / 24

SOLAR CALCULATION - LEVEL 3

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM	COMPLY/HOURS
A301	Y	Y			Y			Y / 2HRS
A302		Y			Y	Y	Y	Y / 2HRS
A303	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
A304	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 4 / 4

TOTAL APARTMENTS 93
TOTAL SOLAR ACCESS COMPLIANT APARTMENTS 67 (72%)

NOTE
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C	SECTION 34 ISSUE.	15-11-2021
D	SECTION 34	19.01.22
E	Section 34 issue	20-01-2022

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Architect

MANAGER
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SOLAR ACCESS PLAN VIEW - GL

Project number	2020.40	DA5004	E
Date	APRIL 2021		
Drawn by	Author	Scale	1 : 50

2091/2022 5:46:00 AM

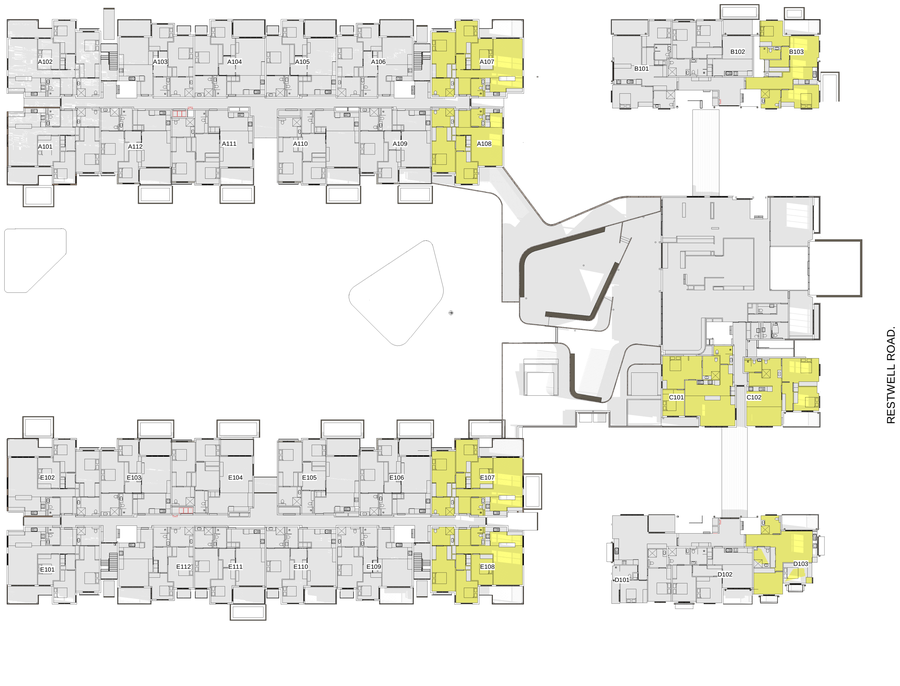
21 APARTMENTS ON LEVEL 1 LEVEL ACHIEVE 2 HOURS OR MORE



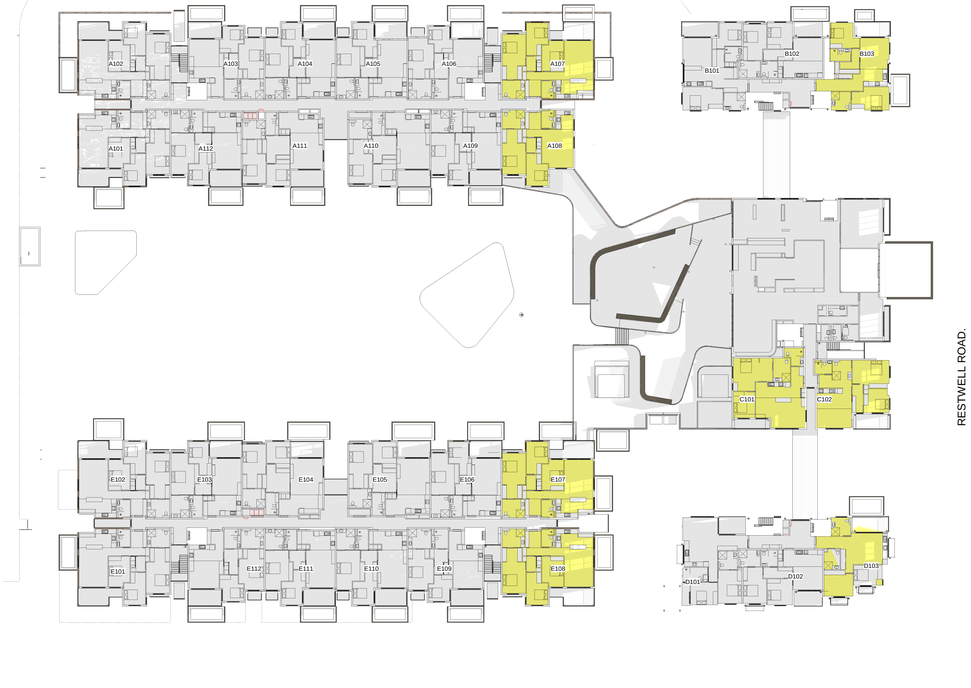
1 L1-9am



2 L1-10am



3 L1-11am



4 L1-12pm

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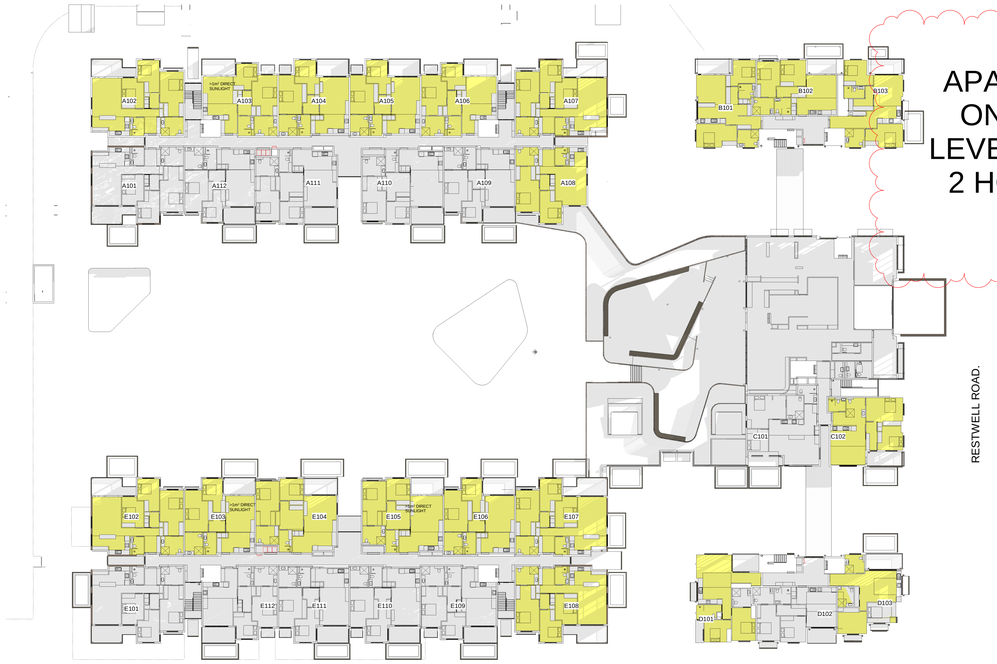
SOLAR ACCESS PLAN VIEW - L1

Project number	2020.40	DA5005	E
Date	APRIL 2021		
Drawn by	Author	Scale	

20/01/2022 9:41:06 AM



21 APARTMENTS ON LEVEL 1 LEVEL ACHIEVE 2 HOURS OR MORE

1 L1-1pm



2 L1-2pm



3 L1-3pm

SOLAR CALCULATION - GROUND LEVEL

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM		COMPLY/HOURS
A001	Y								N / 0HRS
A002					Y	Y	Y		Y / 2HRS
A003					Y	Y	Y		Y / 2HRS
A004					Y	Y	Y		Y / 2HRS
A005					Y	Y	Y		Y / 2HRS
A006					Y	Y	Y		Y / 2HRS
A007	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
A008	Y								N / 0HRS
A009	Y	Y							N / 1HRS
A010	Y	Y							N / 1HRS
A011	Y								N / 0HRS
B001					Y	Y	Y		Y / 2HRS
B002					Y	Y	Y		Y / 2HRS
B003	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
C001	Y	Y	Y	Y					Y / 3HRS
C002	Y	Y	Y						Y / 3HRS
C003	Y	Y	Y						Y / 3HRS
C004	Y	Y	Y	Y	Y	Y			Y / 5HRS
D001				Y	Y	Y	Y		Y / 3HRS
D002	Y	Y							N / 1HRS
D003	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
E001					Y	Y	Y		Y / 2HRS
E002	Y	Y							N / 1HRS
E003	Y	Y							N / 1HRS
E004	Y	Y							N / 1HRS
E005	Y	Y							N / 1HRS
E006	Y	Y							N / 1HRS
E007	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
E008									N / 0HRS
E009					Y	Y	Y		Y / 3HRS
E010					Y	Y	Y		Y / 2HRS
E011					Y	Y	Y		Y / 2HRS
E012						Y	Y		N / 1HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 20 / 33

SOLAR CALCULATION - LEVEL 1

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM		COMPLY/HOURS
A101	Y								N / 1HRS
A102					Y	Y	Y		Y / 2HRS
A103					Y	Y	Y		Y / 2HRS
A104					Y	Y	Y		Y / 2HRS
A105					Y	Y	Y		Y / 2HRS
A106					Y	Y	Y		Y / 2HRS
A107	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
A108	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
A109	Y	Y							N / 1HRS
A110	Y								N / 0HRS
A111	Y	Y							N / 1HRS
A112	Y								N / 0HRS
B101					Y	Y	Y		Y / 2HRS
B102					Y	Y	Y		Y / 2HRS
B103	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
C101	Y	Y	Y	Y					Y / 3HRS
C102	Y	Y	Y	Y	Y				Y / 4HRS
D101					Y	Y	Y		Y / 2HRS
D102	Y	Y							N / 1HRS
D103	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
E101	Y								N / 0HRS
E102					Y	Y	Y		Y / 2HRS
E103					Y	Y	Y		Y / 2HRS
E104					Y	Y	Y		Y / 2HRS
E105					Y	Y	Y		Y / 2HRS
E106					Y	Y	Y		Y / 2HRS
E107	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
E108	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
E109	Y	Y							N / 1HRS
E110	Y	Y							N / 1HRS
E111	Y								N / 0HRS
E112	Y	Y							N / 1HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 21 / 32

SOLAR CALCULATION - LEVEL 2

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM		COMPLY/HOURS
A201	Y								N / 0HRS
A202					Y	Y	Y		Y / 2HRS
A203					Y	Y	Y		Y / 2HRS
A204					Y	Y	Y		Y / 2HRS
A205					Y	Y	Y		Y / 2HRS
A206				Y	Y	Y	Y		Y / 3HRS
A207	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
A208	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
A209	Y	Y				Y	Y	Y	Y / 4HRS
A210	Y	Y				Y	Y	Y	Y / 4HRS
A211	Y	Y	Y			Y			Y /3HRS
A212	Y								N /0HRS
E201	Y	Y				Y	Y	Y	Y / 2HRS
E202						Y	Y	Y	Y / 2HRS
E203						Y	Y	Y	Y / 2HRS
E204			Y	Y	Y	Y	Y	Y	Y / 5HRS
E205						Y	Y	Y	Y / 2HRS
E206						Y	Y	Y	Y / 2HRS
E207	Y	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E208	Y	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E209	Y	Y	Y	Y	Y				Y / 4HRS
E210	Y	Y				Y	Y	Y	Y / 3HRS
E211	Y	Y					Y	Y	Y / 2HRS
E212	Y	Y					Y	Y	Y / 2HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 22 / 24

SOLAR CALCULATION - LEVEL 3

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM		COMPLY/HOURS
A301	Y	Y			Y				Y / 2HRS
A302		Y			Y	Y	Y		Y / 2HRS
A303	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
A304	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 4 / 4

TOTAL APARTMENTS 93
TOTAL SOLAR ACCESS COMPLIANT APARTMENTS 67 (72%)

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B	ISSUED FOR DA	23-04-2020
C	SECTION 34 ISSUE	15-11-2021
D	SECTION 34	19.01.22
E	Section 34 issue	20-01-2022

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SOLAR ACCESS PLAN VIEW - L1

Project number	2020.40	DA5006	E
Date	APRIL 2021		
Drawn by	Author	Scale 1 : 50	

2061/2021 3:42:09 AM

22 APARTMENTS ON LEVEL 2 LEVEL ACHIEVE 2 HOURS OR MORE



1 L2- 9am



2 L2- 10am





4 L2- 12pm

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SOLAR ACCESS PLAN VIEW - L2

Project number	2020.40	DA5007	E
Date	APRIL 2021		
Drawn by	Author	Scale	

2/01/2022 10:32:39 AM

22 APARTMENTS ON LEVEL 2 LEVEL ACHIEVE 2 HOURS OR MORE



1 L2- 1pm



2 L2- 2pm



3 L2- 3pm

SOLAR CALCULATION - GROUND LEVEL

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM	COMPLY/HOURS
A001	Y							N / 0HRS
A002					Y	Y	Y	Y / 2HRS
A003					Y	Y	Y	Y / 2HRS
A004					Y	Y	Y	Y / 2HRS
A005					Y	Y	Y	Y / 2HRS
A006					Y	Y	Y	Y / 2HRS
A007	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
A008	Y							N / 0HRS
A009	Y	Y						N / 1HRS
A010	Y	Y						N / 1HRS
A011	Y							N / 0HRS
B001					Y	Y	Y	Y / 2HRS
B002					Y	Y	Y	Y / 2HRS
B003	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
C001	Y	Y	Y	Y				Y / 3HRS
C002	Y	Y	Y					Y / 2HRS
C003	Y	Y	Y					Y / 2HRS
C004	Y	Y	Y	Y	Y	Y		Y / 5HRS
D001				Y	Y	Y	Y	Y / 3HRS
D002	Y	Y						N / 1HRS
D003	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E001					Y	Y	Y	Y / 2HRS
E002	Y	Y						N / 1HRS
E003	Y	Y						N / 1HRS
E004	Y	Y						N / 1HRS
E005	Y	Y						N / 1HRS
E006	Y	Y						N / 1HRS
E007	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E008								N / 0HRS
E009					Y	Y	Y	Y / 2HRS
E010					Y	Y	Y	Y / 2HRS
E011					Y	Y	Y	Y / 2HRS
E012						Y	Y	N / 1HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 20 / 33

SOLAR CALCULATION - LEVEL 1

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM	COMPLY/HOURS
A101	Y							N / 1HRS
A102					Y	Y	Y	Y / 2HRS
A103					Y	Y	Y	Y / 2HRS
A104					Y	Y	Y	Y / 2HRS
A105					Y	Y	Y	Y / 2HRS
A106					Y	Y	Y	Y / 2HRS
A107	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
A108	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
A109	Y	Y						N / 1HRS
A110	Y							N / 0HRS
A111	Y	Y						N / 1HRS
A112	Y							N / 0HRS
B101					Y	Y	Y	Y / 2HRS
B102					Y	Y	Y	Y / 2HRS
B103	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
C101	Y	Y	Y	Y				Y / 3HRS
C102	Y	Y	Y	Y	Y			Y / 4HRS
D101					Y	Y	Y	Y / 2HRS
D102	Y	Y						N / 1HRS
D103	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E101	Y							N / 0HRS
E102					Y	Y	Y	Y / 2HRS
E103					Y	Y	Y	Y / 2HRS
E104					Y	Y	Y	Y / 2HRS
E105					Y	Y	Y	Y / 2HRS
E106					Y	Y	Y	Y / 2HRS
E107	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E108	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E109	Y	Y						N / 1HRS
E110	Y	Y						N / 1HRS
E111	Y							N / 0HRS
E112	Y	Y						N / 1HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 21 / 32

SOLAR CALCULATION - LEVEL 2

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM	COMPLY/HOURS
A201	Y							N / 0HRS
A202					Y	Y	Y	Y / 2HRS
A203					Y	Y	Y	Y / 2HRS
A204					Y	Y	Y	Y / 2HRS
A205					Y	Y	Y	Y / 2HRS
A206				Y	Y	Y	Y	Y / 3HRS
A207	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
A208	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
A209	Y	Y			Y	Y	Y	Y / 4HRS
A210	Y	Y			Y	Y	Y	Y / 4HRS
A211	Y	Y	Y		Y			Y /3HRS
A212	Y							N /0HRS
E201	Y	Y				Y	Y	Y / 2HRS
E202						Y	Y	Y / 2HRS
E203						Y	Y	Y / 2HRS
E204		Y	Y	Y	Y	Y	Y	Y / 5HRS
E205						Y	Y	Y / 2HRS
E206						Y	Y	Y / 2HRS
E207	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E208	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E209	Y	Y	Y	Y	Y			Y / 4HRS
E210	Y	Y				Y	Y	Y / 3HRS
E211	Y	Y					Y	Y / 3HRS
E212	Y	Y					Y	Y / 3HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 22 / 24

SOLAR CALCULATION - LEVEL 3

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM	COMPLY/HOURS
A301	Y	Y			Y			Y / 2HRS
A302		Y			Y	Y	Y	Y / 3HRS
A303	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
A304	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 4 / 4

TOTAL APARTMENTS 93
TOTAL SOLAR ACCESS COMPLIANT APARTMENTS 67 (72%)

NOTES:

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No.	Description	Date
A	ISSUED FOR PRE-DA	17-11-2020
B	ISSUED FOR DA	23-04-2020
C	SECTION 34 ISSUE.	15-11-2021
D	SECTION 34	19.01.22
E	Section 34 issue	20-01-2022

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Architect 9248

MANAGER
RESTIFA & PARTNERS

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121-133 Praire Vale Road, Bossley Park, NSW

SOLAR ACCESS PLAN VIEW - L2

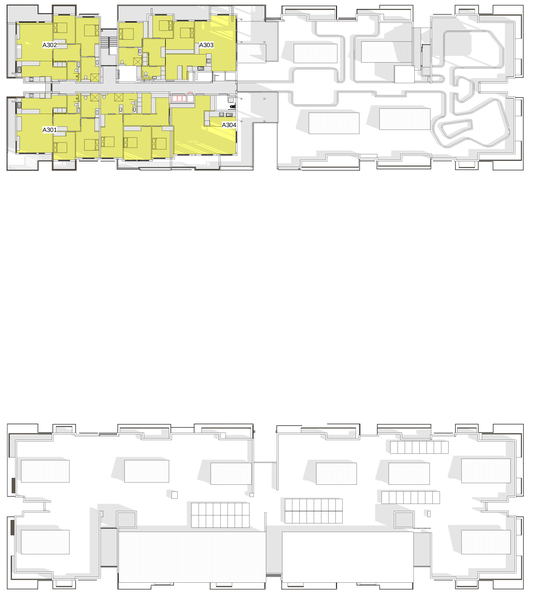
Project number	2020.40
Date	APRIL 2021
Drawn by	Author
DA5008	E
Scale	1 : 50

20/01/2022 10:31:46 AM

4 APARTMENTS ON LEVEL 3 LEVEL ACHIEVE 2 HOURS OR MORE



1 L3- 9am



2 L3- 10am



3 L3- 11am



4 L3- 12pm

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No.	Description	Date
A	ISSUED FOR DA	23-04-2020
B	SECTION 34 ISSUE.	15-11-2021
C	Section 34 issue	20-01-2022

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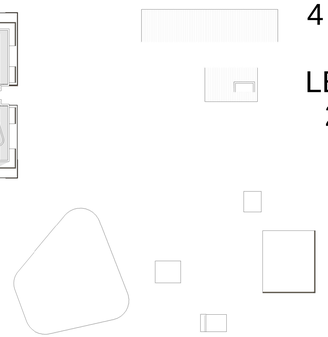
SOLAR ACCESS PLAN VIEW - L3

Project number	2020.40	DA5009	C
Date	APRIL 2021		
Drawn by	Author	Scale	

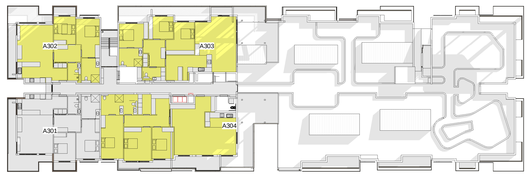
20/01/2022 5:44:09 AM

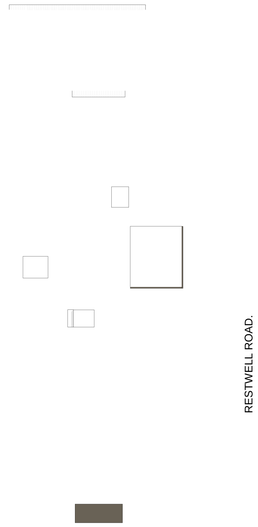
4 APARTMENTS ON LEVEL 3 LEVEL ACHIEVE 2 HOURS OR MORE





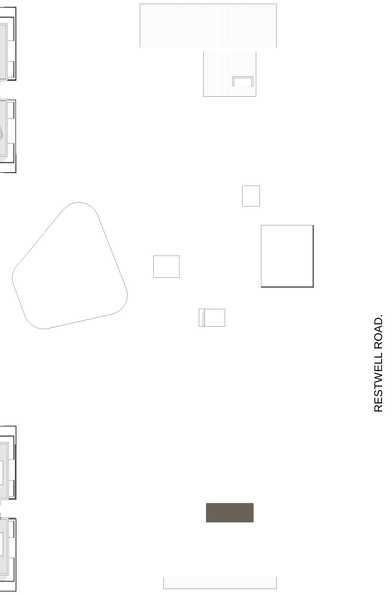
1 L3- 1pm





2 L3- 2pm





3 L3- 3pm

SOLAR CALCULATION - GROUND LEVEL

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM		COMPLY/HOURS
A001	Y								N / 0HRS
A002					Y	Y	Y		Y / 2HRS
A003					Y	Y	Y		Y / 2HRS
A004					Y	Y	Y		Y / 2HRS
A005					Y	Y	Y		Y / 2HRS
A006					Y	Y	Y		Y / 2HRS
A007	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
A008	Y								N / 0HRS
A009	Y	Y							N / 1HRS
A010	Y	Y							N / 1HRS
A011	Y								N / 0HRS
B001					Y	Y	Y		Y / 2HRS
B002					Y	Y	Y		Y / 2HRS
B003	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
C001	Y	Y	Y	Y					Y / 3HRS
C002	Y	Y	Y						Y / 2HRS
C003	Y	Y	Y						Y / 2HRS
C004	Y	Y	Y	Y	Y	Y			Y / 5HRS
D001				Y	Y	Y	Y		Y / 3HRS
D002	Y	Y							N / 1HRS
D003	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
E001					Y	Y	Y		Y / 2HRS
E002	Y	Y							N / 1HRS
E003	Y	Y							N / 1HRS
E004	Y	Y							N / 1HRS
E005	Y	Y							N / 1HRS
E006	Y	Y							N / 1HRS
E007	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
E008									N / 0HRS
E009					Y	Y	Y		Y / 2HRS
E010					Y	Y	Y		Y / 2HRS
E011					Y	Y	Y		Y / 2HRS
E012						Y	Y		N / 1HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 20 / 33

SOLAR CALCULATION - LEVEL 1

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM		COMPLY/HOURS
A101	Y								N / 1HRS
A102					Y	Y	Y		Y / 2HRS
A103					Y	Y	Y		Y / 2HRS
A104					Y	Y	Y		Y / 2HRS
A105					Y	Y	Y		Y / 2HRS
A106					Y	Y	Y		Y / 2HRS
A107	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
A108	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
A109	Y	Y							N / 1HRS
A110	Y								N / 0HRS
A111	Y	Y							N / 1HRS
A112	Y								N / 0HRS
B101					Y	Y	Y		Y / 2HRS
B102					Y	Y	Y		Y / 2HRS
B103	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
C101	Y	Y	Y	Y					Y / 3HRS
C102	Y	Y	Y	Y	Y				Y / 4HRS
D101					Y	Y	Y		Y / 2HRS
D102	Y	Y							N / 1HRS
D103	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
E101	Y								N / 0HRS
E102					Y	Y	Y		Y / 2HRS
E103					Y	Y	Y		Y / 2HRS
E104					Y	Y	Y		Y / 2HRS
E105					Y	Y	Y		Y / 2HRS
E106					Y	Y	Y		Y / 2HRS
E107	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
E108	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
E109	Y	Y							N / 1HRS
E110	Y	Y							N / 1HRS
E111	Y								N / 0HRS
E112	Y	Y							N / 1HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 21 / 32

SOLAR CALCULATION - LEVEL 2

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM		COMPLY/HOURS
A201	Y								N / 0HRS
A202					Y	Y	Y		Y / 2HRS
A203					Y	Y	Y		Y / 2HRS
A204					Y	Y	Y		Y / 2HRS
A205					Y	Y	Y		Y / 2HRS
A206				Y	Y	Y	Y		Y / 3HRS
A207	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
A208	Y	Y	Y	Y	Y	Y	Y		Y / 6HRS
A209	Y	Y			Y	Y	Y		Y / 4HRS
A210	Y	Y			Y	Y	Y		Y / 4HRS
A211	Y	Y	Y		Y				Y /3HRS
A212	Y								N /0HRS
E201	Y	Y				Y	Y	Y	Y / 2HRS
E202						Y	Y	Y	Y / 2HRS
E203						Y	Y	Y	Y / 2HRS
E204		Y	Y	Y	Y	Y	Y	Y	Y / 5HRS
E205						Y	Y	Y	Y / 2HRS
E206						Y	Y	Y	Y / 2HRS
E207	Y	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E208	Y	Y	Y	Y	Y	Y	Y	Y	Y / 6HRS
E209	Y	Y	Y	Y	Y				Y / 4HRS
E210	Y	Y			Y	Y	Y	Y	Y / 3HRS
E211	Y	Y				Y	Y	Y	Y / 2HRS
E212	Y	Y				Y	Y	Y	Y / 2HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 22 / 24

SOLAR CALCULATION - LEVEL 3

APT	9AM	10AM	11AM	12PM	1PM	2PM	3PM		COMPLY/HOURS
A301	Y	Y			Y				Y / 2HRS
A302		Y			Y	Y	Y		Y / 2HRS
A303	Y	Y	Y		Y	Y	Y		Y / 6HRS
A304	Y	Y	Y		Y	Y	Y		Y / 6HRS

TOTAL APARTMENTS ACHIEVING 2 HOURS = 4 / 4

TOTAL APARTMENTS 93
TOTAL SOLAR ACCESS COMPLIANT APARTMENTS 67 (72%)

NOTE
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No.	Description	Date
A	ISSUED FOR DA	23-04-2020
B	SECTION 34 ISSUE.	15-11-2021
C	Section 34 issue	20-01-2022

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Architect

MANAGER
RESTIFA & PARTNERS

CLIENT: MARCONI CLUB
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121-133 Praire Vale Road, Bossley Park, NSW

SOLAR ACCESS PLAN VIEW - L3

Project number	2020.40	DA5010	C
Date	APRIL 2021		
Drawn by	Author	Scale 1 : 50	

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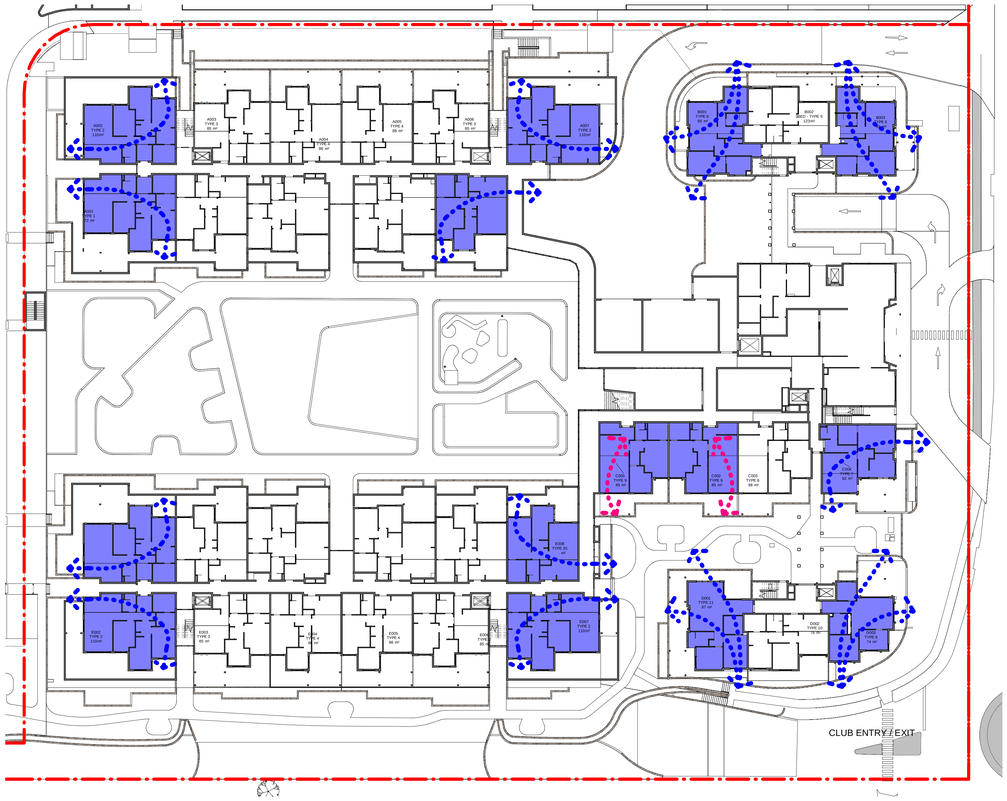
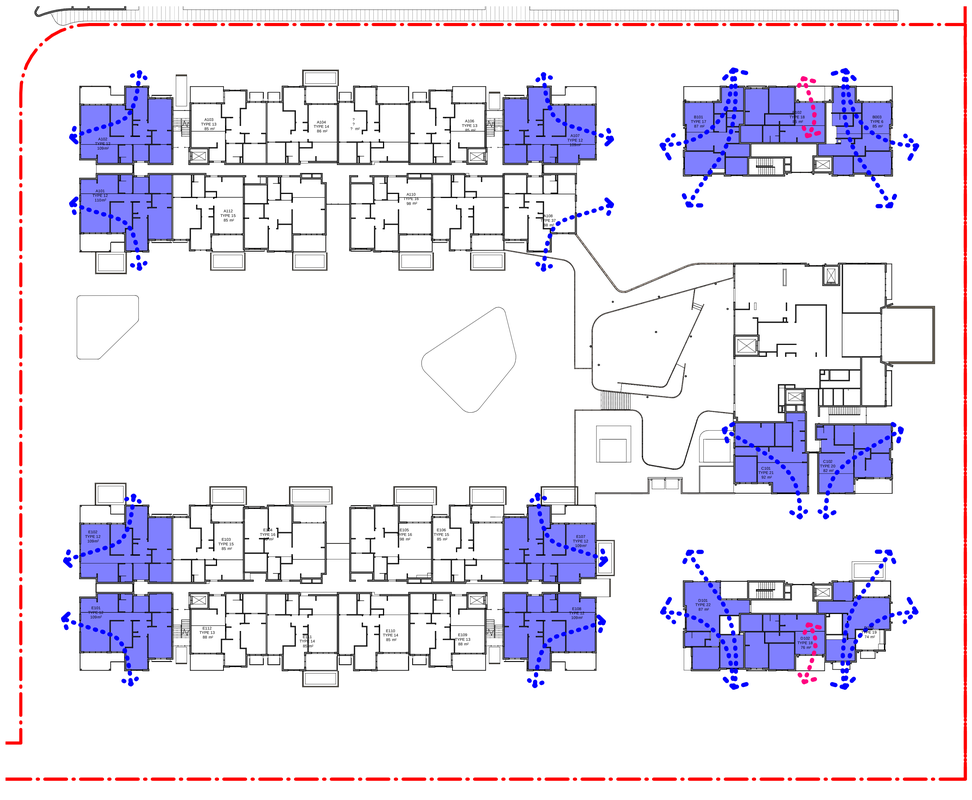
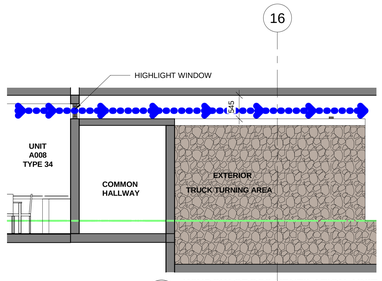


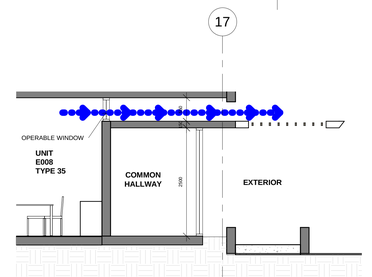
1 DA0005 **CROSS VENTILATION - GROUND FLOOR**
Scale:1 : 300



2 DA0005 **CROSS VENTILATION - LEVEL 1**
Scale:1 : 300



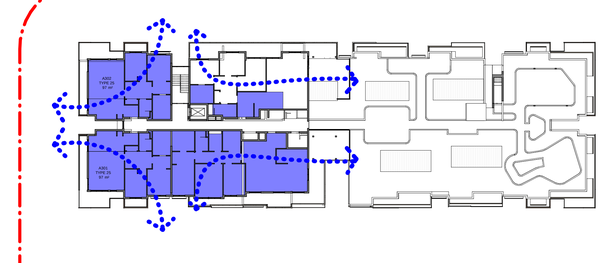
7 DA3100 **WINDOW CROSS VENTILATION UNIT**
Scale: 1 : 50



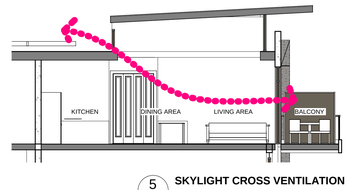
6 **WINDOW CROSS VENTILTAION UNIT E008**
Scale: 1 : 50



3 DA2000 **CROSS VENTILATION - LEVEL 2**
Scale:1 : 300



4 DA2000 **CROSS VENTILATION - LEVEL 3**
Scale:1 : 300



5 SK0005 **SKYLIGHT CROSS VENTILATION**
Scale:1 : 75

APARTMENT ACHIEVING CROSS VENTILATION

CROSS VENTILATION DIRECTION

CROSS VENTILATION - THROUGH SKYLIGHT

NATURAL CROSS

ADG REQ 60% x 93=	55.8 REQUIRED
GROUND FLOOR	15
LEVEL 1	16
LEVEL 2	21
LEVEL 3	4
TOTAL	56 = 60.2%

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No.	Description	Date
B	ISSUED FOR DA	23-04-2020
C	Section 34	21-10-2021
D	SECTION 34 ISSUE.	15-11-2021
E	SECTION 34	19.01.22
F	Section 34 issue	20-01-2022

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MANAGER
RESTIFA & PARTNERS

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CROSS VENTILATION DIAGRAM

Project number	2020.40	DA5100	F
Date	APRIL 2021		
Drawn by	Author	Scale As indicated	

20/01/2022 3:45:09 AM





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No.	Description	Date
A	ISSUED FOR DA	23-04-2020
B	SECTION 34	19.01.22
C	Section 34 issue	20-01-2022

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Architect 9248

MANAGER

RESTIFA & PARTNERS

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CLUB MARCONI

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PERSPECTIVE VIEWS 1

Project number	2020.40	DA9000	C
Date	APRIL 2021		
Drawn by	Author	Scale	

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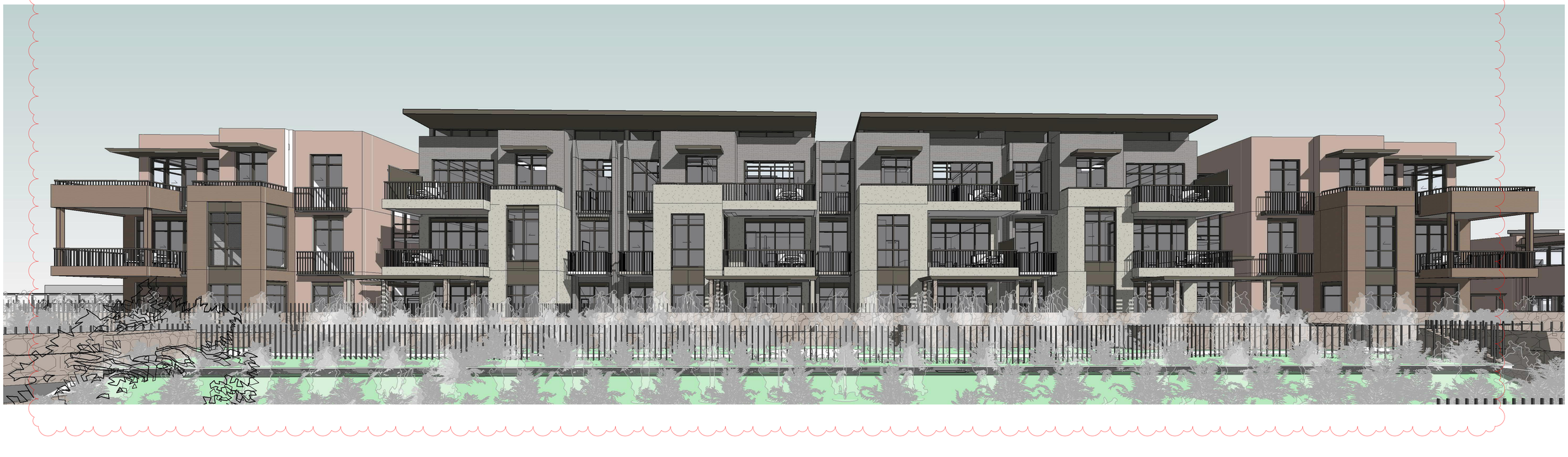

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6. LOCATION OF ALL EXISTING UNDERGROUND SERVICES IS INDICATIVE ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY PHYSICALLY LOCATE ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION

No.	Description	Date
A	ISSUED FOR DA	23-04-2020
B	SECTION 34	19.01.22
C	Section 34 issue	20-01-2022

DACCA ARCHITECTURE

SUITE 101, 18-20 VICTORIA ST
ERSINEVILLE NSW 2043
PH: 0405 201 700
info@daccagroup.com.au

Architect 3248

MANAGER

RESTIFA & PARTNERS

CLIENT: MARCONI CLUB

CLUB MARCONI

121-133 Praire Vale Road, Bossley Park, NSW

PERSPECTIVE VIEWS 2

Project number	2020.40	DA9001	C
Date	APRIL 2021		
Drawn by	Author	Scale	

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MANAGER

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CLIENT: MARCONI CLUB

CLUB MARCONI
121-133 Praire Vale Road, Bossley Park, NSW

PERSPECTIVE VIEWS 3

Project number	2020.40	DA9002	C
Date	APRIL 2021		
Drawn by	Author	Scale	

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MARCONI CLUB
INDEPENDENT LIVING UNITS
BOSSLEY PARK

JANUARY 2022

ARCADIA
LANDSCAPE ARCHITECTURE

LANDSCAPE CONTENTS

1.0 LANDSCAPE ANALYSIS

1.1_context

1.2_history

1.3_masterplan

1.4_Independent Living Units context

1.5_site analysis

LANDSCAPE DESIGN

1.6_ Principles

1.7_Level one plan

1.8_Plan detail - arrival

1.9_Plan detail - recreation

1.10_Plan detail - community

1.11_Plan detail - passive

1.12_Roof terrace plan

1.13_Entry

1.14_Indicative Planting Palette

LANDSCAPE PLANS

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402_landscape plans

403_landscape plans

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LANDSCAPE PLANS

410_landscape plans

411_landscape plans

412_landscape plans

413_landscape plans

414_landscape plans

415_landscape plans

416_landscape plans

430_landscape plans - roof

600_landscape details and specification

600_landscape details and specification

ARCADIA
LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

PREPARED BY	Arcadia Landscape Architecture	**DATE**	20 January 2022
CLIENT	Club Marconi	**SCALE**	
ARCHITECT	DACCA Architects	**ISSUE**	M
PROJECT MANAGER	Restifa & Partners Pty Ltd	**NO.**	17-501

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LANDSCAPE SCHEDULE OF AMENDMENTS

NO.	DRAWING	PAGE	NOTES
1	Landscape Analysis - Masterplan	9	- Stadium entry re-alignment has increased the landscape buffer at the western boundary of Building A to provide min. 6m to the footpath; - Landscape buffer on southern boundary between notion site and carpark increased from 4m to 6m; - Reconfiguration of services along Restwell Rd has resulted in more legible pedestrian access, contiguous landscaped area around Building B connecting to Building C; - Reconfiguration of Port Cache and increase of landscape area along Restwell Road; - Reconfiguration of Central Courtyard; and - Organic articulation of the eastern edge retaining wall with planter box.
2	Landscape Analysis - Increased Canopy	10	- Omission of 1 proposed tree along the western boundary of Building B; - Additional 9 proposed trees along the landscape buffer on southern boundary between notion site and carpark; - Retention of 6 existing trees along Restwell Road; and - Increament of tree coverage
3	Tree Masterplan	11	- Additional landscape planting along the landscape buffer on southern boundary - 9 nos of '*Tristaniopsis laurina*'.
4	Level One Plan	15	- Refer to page 9.
5	Soil Depth Diagram	16	- Reconfigured soil depth diagram to accomodate landscape planting increase from 933.7m^2 to 971 m^2 (7.08%)
6	Open Space Diagram	17	- Revised Planting Area
7	Entry Plan	22	- Reconfigured Port Cache along Restwell Road, access and servicing to the basement.
8	Eastern Boundary	23	- Plan, sections & elevation to illustrate landscape treatement along the eastern boundary of the site.

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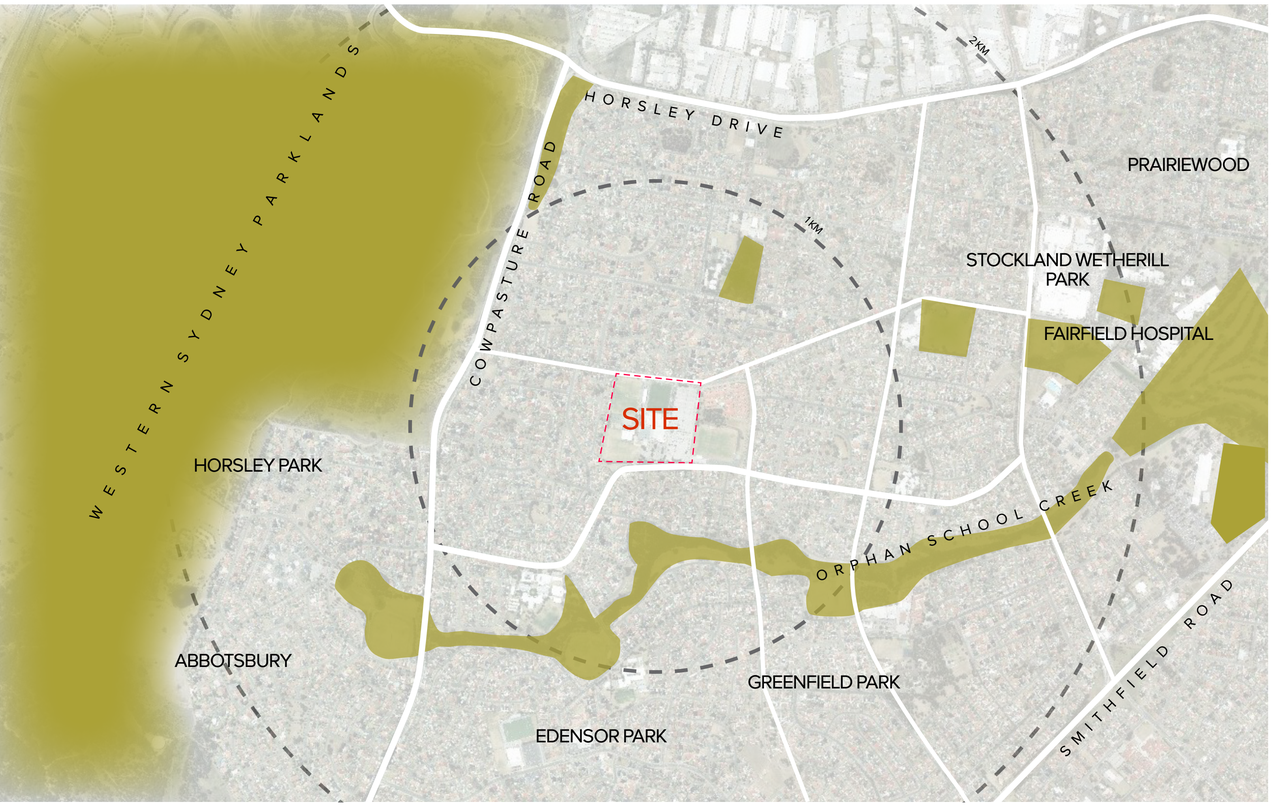
LANDSCAPE ANALYSIS

LANDSCAPE ANALYSIS CONTEXT



regional context



local context

ARCADIA LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

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LANDSCAPE ANALYSIS HISTORY

origins

Post World War II there was a mass migration of Italians through the inner and outer cities of Sydney. Club Marconi formed as a hub for the Italian community in Fairfield as a social gathering place. It provided a facility which accommodated their festivities including bocce, dancing, feasting and football.

The club is named after Italian scientist Guglielmo Marconi, he was famous for successfully switching Sydney Town Hall's lights from Europe via wireless transmission. It is believed to be that Marconi connected the two countries closer than they ever had been before.

photos through the years













timeline

1956 club foundation

1958 first youth football side formed

first club building completed

1961 first senior football side formed

1962 extensions to building completed

1960 - 1970

the club purchases land around the club set for expansion

1972 first time NSW 1st Division Champions

1970 - 1990

extensions to the club to accommodate different activities

1990 first car park completed

1998 second car park added

1999 - current

further expansion of the club including;

sport centre, gym, child care centre, outdoor gaming area

today

The club has seen a shift in diversity from the early days. It now has numerous activities and facilities that accommodate to a range of cultures and nationalities. These activities have been included in the expansion of the club including tennis courts, gym, sport centre, child care centre and outdoor gaming area.

aerial photographs

2004



2009



2013



current



ARCADIA LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

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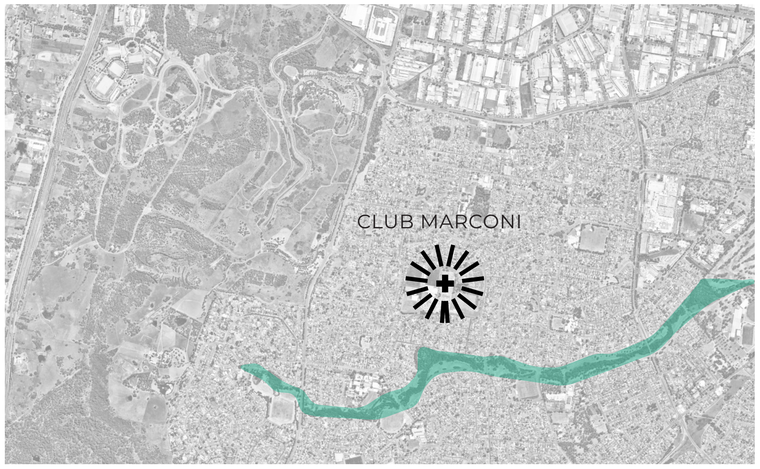
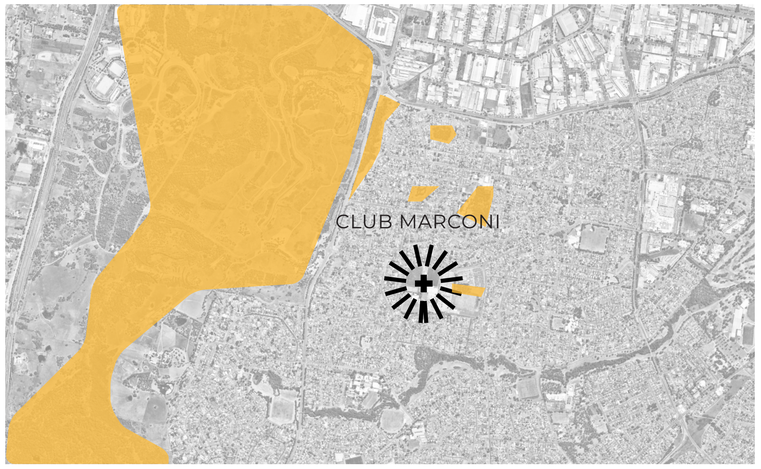
FORESTED WETLAND



Forest Red Gum - Rough-barked Apple grassy woodland on alluvial flats of the Cumberland Plain

GRASSED WOODLAND



Grey Box - Forest Red Gum grassy woodland on flats of the Cumberland Plain

DRY SCLEROPHYLL FOREST



Broad-leaved Ironbark - Grey Box - Melaleuca decora grassy open forest on clay/gravel soils of the Cumberland Plain

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MARCONI CLUB TREE MASTERPLAN

LANDSCAPE ANALYSIS MASTERPLAN



INCREASED VEGETATION





WSUD







URBAN HEAT ISLAND EFFECT





Revised areas

ARCADIA
LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

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LANDSCAPE ANALYSIS INCREASED CANOPY



LEGEND

Total Site Area 100% (120,175 m²)

Existing Coverage 2.71% (3,264 m²)

Future* Coverage 9.77% (11,915m²)

*Existing and proposed

- Existing Trees to be removed
- Existing trees to be retained (4,200m²)
- Proposed trees (7,715m²)

  Ground 250 trees
  Rooftop 18 trees

Trees outside of boundary have not been included in calculation see below:

- Existing road street trees
- Proposed verge street trees
- Trees outside of boundary

Revised areas

ARCADIA
LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

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LANDSCAPE DESIGN TREE MASTERPLAN



Corymbia maculata



Melaleuca quinquenervia



Corymbia ficifolia



Melaleuca decora

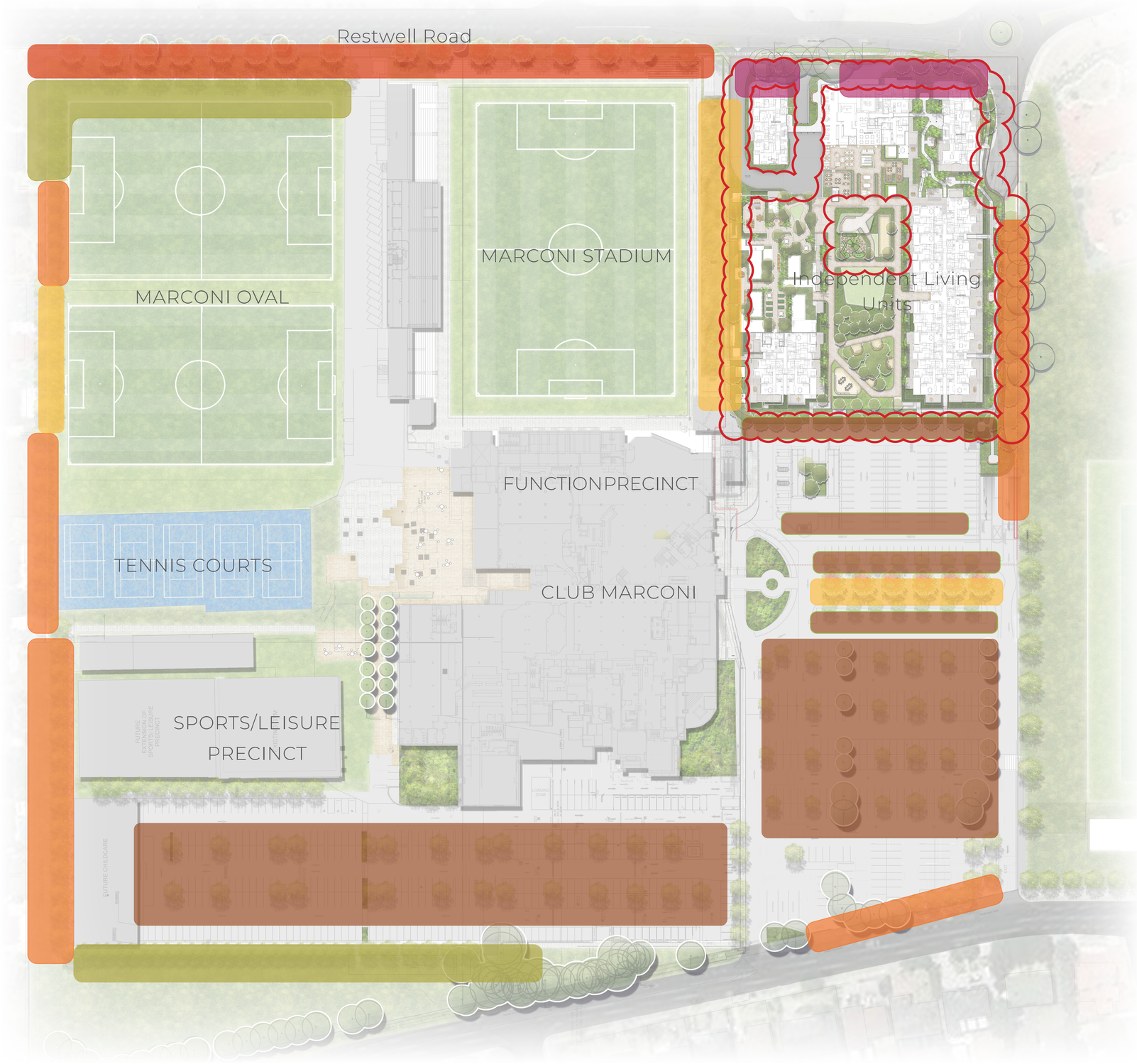


Eucalyptus moluccana



Tristaniopsis laurina

Revised areas



ARCADIA LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

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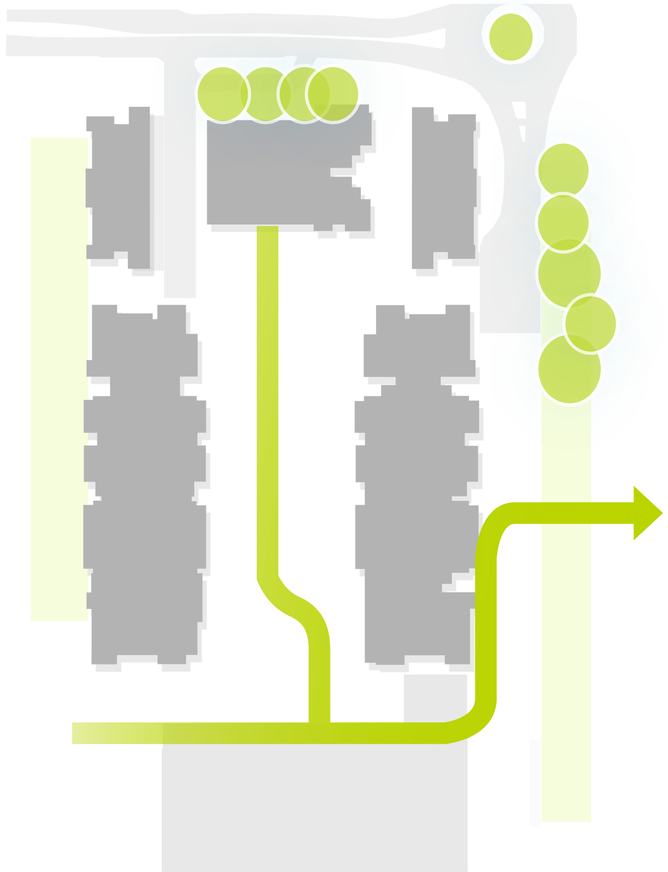
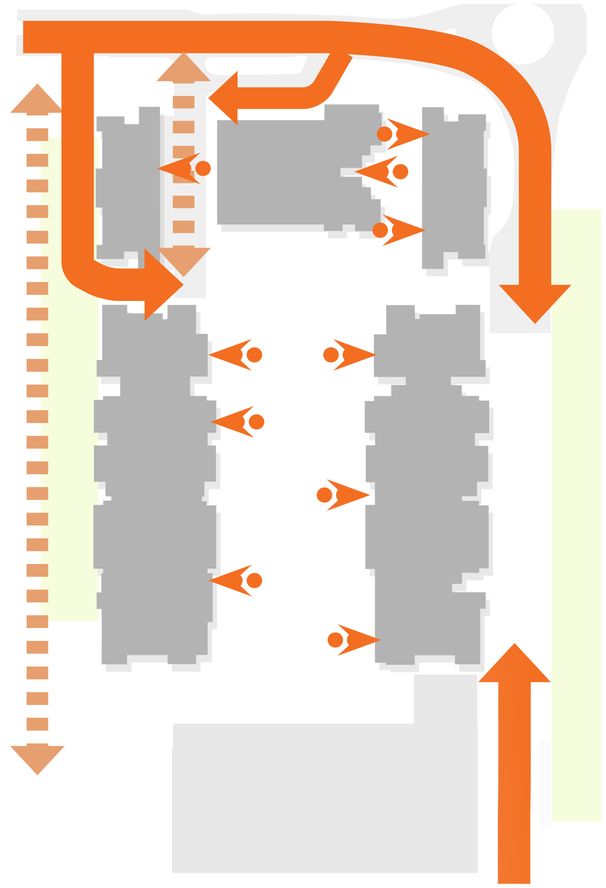
INDEPENDENT LIVING UNITS



existing vegetation

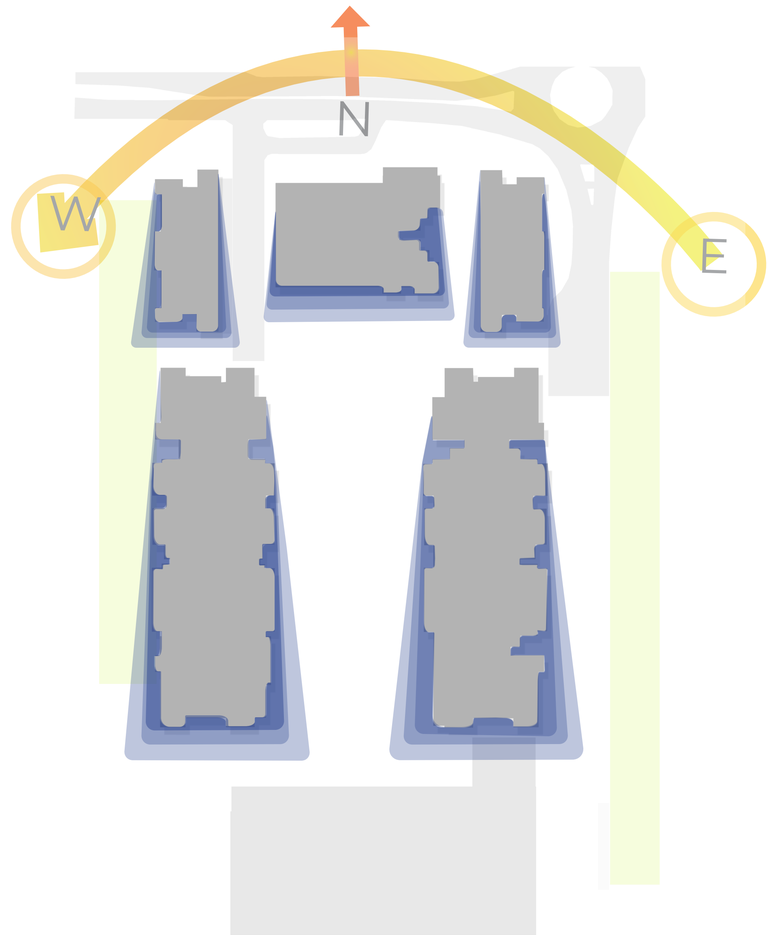
The site is located in a parkland setting. Existing trees are dotted around the perimeter of the site particularly to the adjacent street edge.

An E2 Environmental Conservation Zone exists adjacent to the east of the site. The existing site currently does not reference the dense tree canopy of the zone.



connections and entry points

There are limited paths and connections made for pedestrians across the site. The existing pedestrian network stems from the carpark, as opposed to the surrounding streets. There are no notable connections made to Marconi Park or the SWIAA.



site conditions

The site is relatively open and as a result is exposed to the sun and natural elements. The gradient of the site slopes to the east.

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COMMUNITY

Incorporating social zones that cater for small and large groups



HEALTH

Providing functional areas for physical exercise, social gathering and interactions and responsive to mental health needs



RECREATION

Creating an invitation for members of this small community to stay, visit and relax with the additional use of passive recreational areas

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LANDSCAPE DESIGN LEVEL ONE PLAN



ARRIVAL



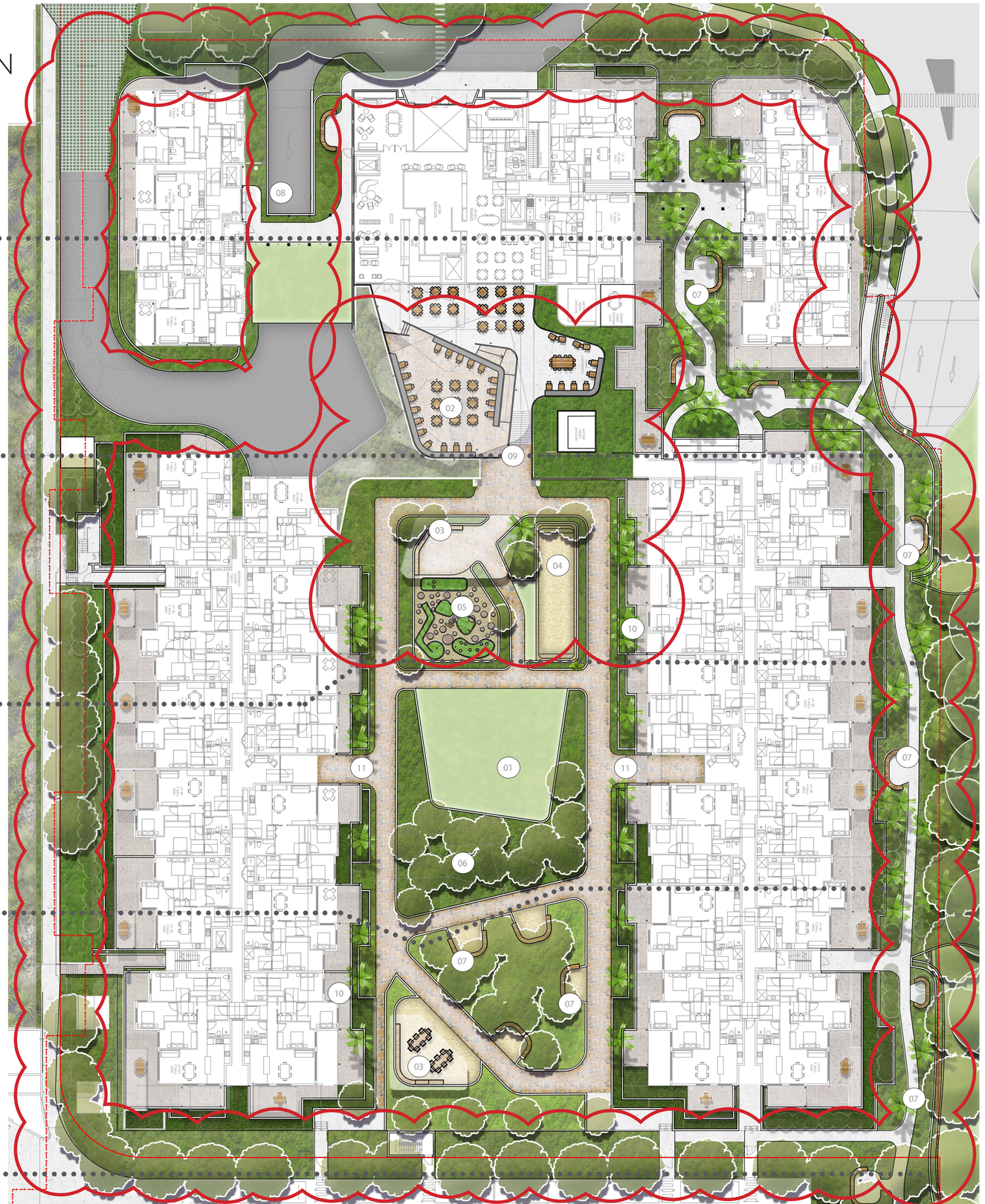
RECREATION



COMMUNITY



PASSIVE



01 / open turf area
02 / Alfresco dining/ lounge area
03 / bbq/seating
04 / boules
05 / mini golf course
06 / raised mounds for tree planting
07 / seating nooks
08/ ramp carpark access
09/ main entry
10/ courtyards
11/ pedestrian link
8 revised areas

0 5 10 15 20 25M
SCALE 1:250 @ A1

ARCADIA
LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

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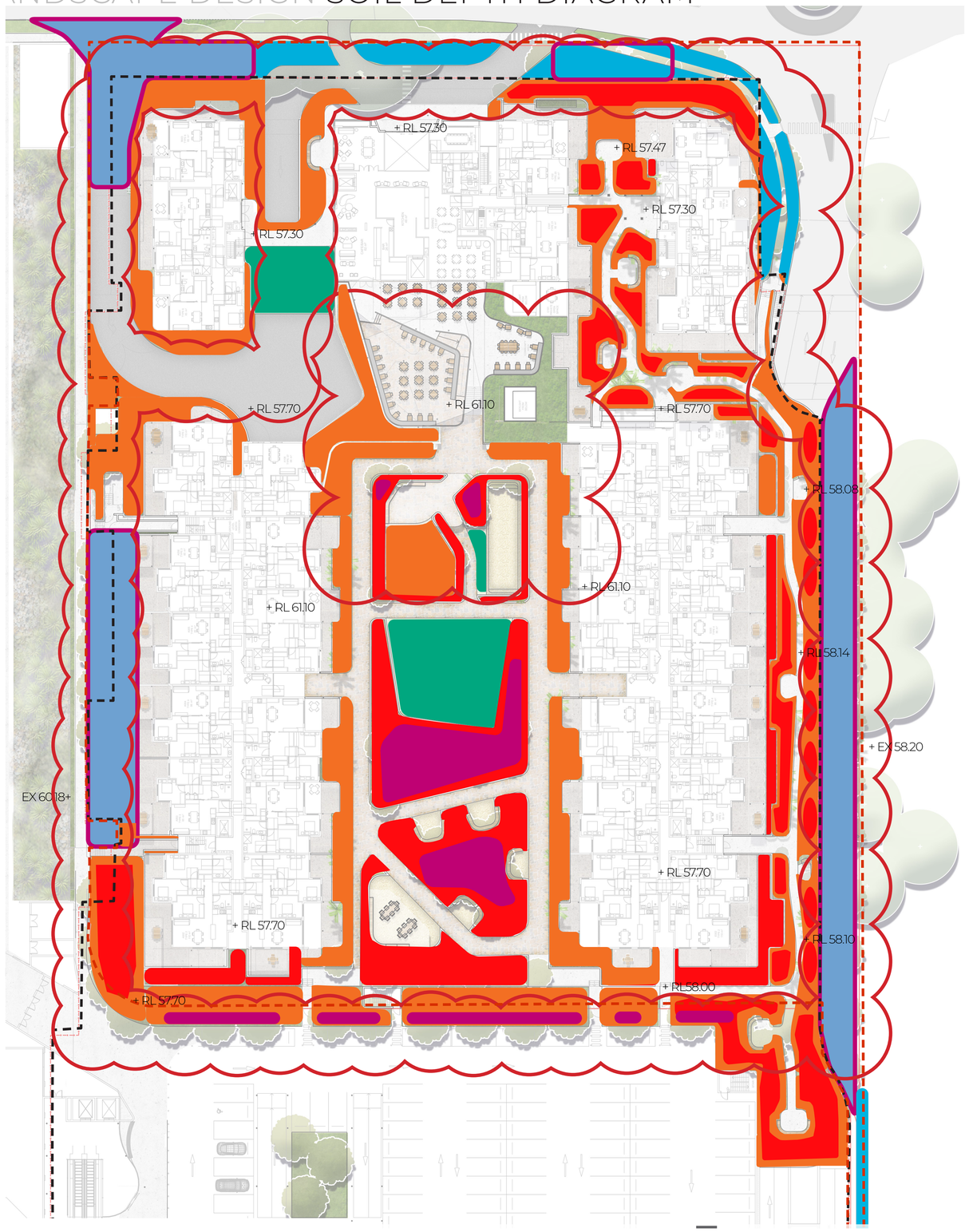
LANDSCAPE DESIGN SOIL DEPTH DIAGRAM



GROUND FLOOR AND LEVEL 1



LEVEL 3 ROOFTOP

SOIL DEPTH LEGEND

- Deep Soil
- Deep Soil with min 6m width 7.08% (971m²)

Podium

- 1000 - 1200mm
- 600 - 800mm
- 500 - 600mm
- 200mm min Turf

- Basement Outline
- ILU Extent outline
- Revised areas

ARCADIA LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

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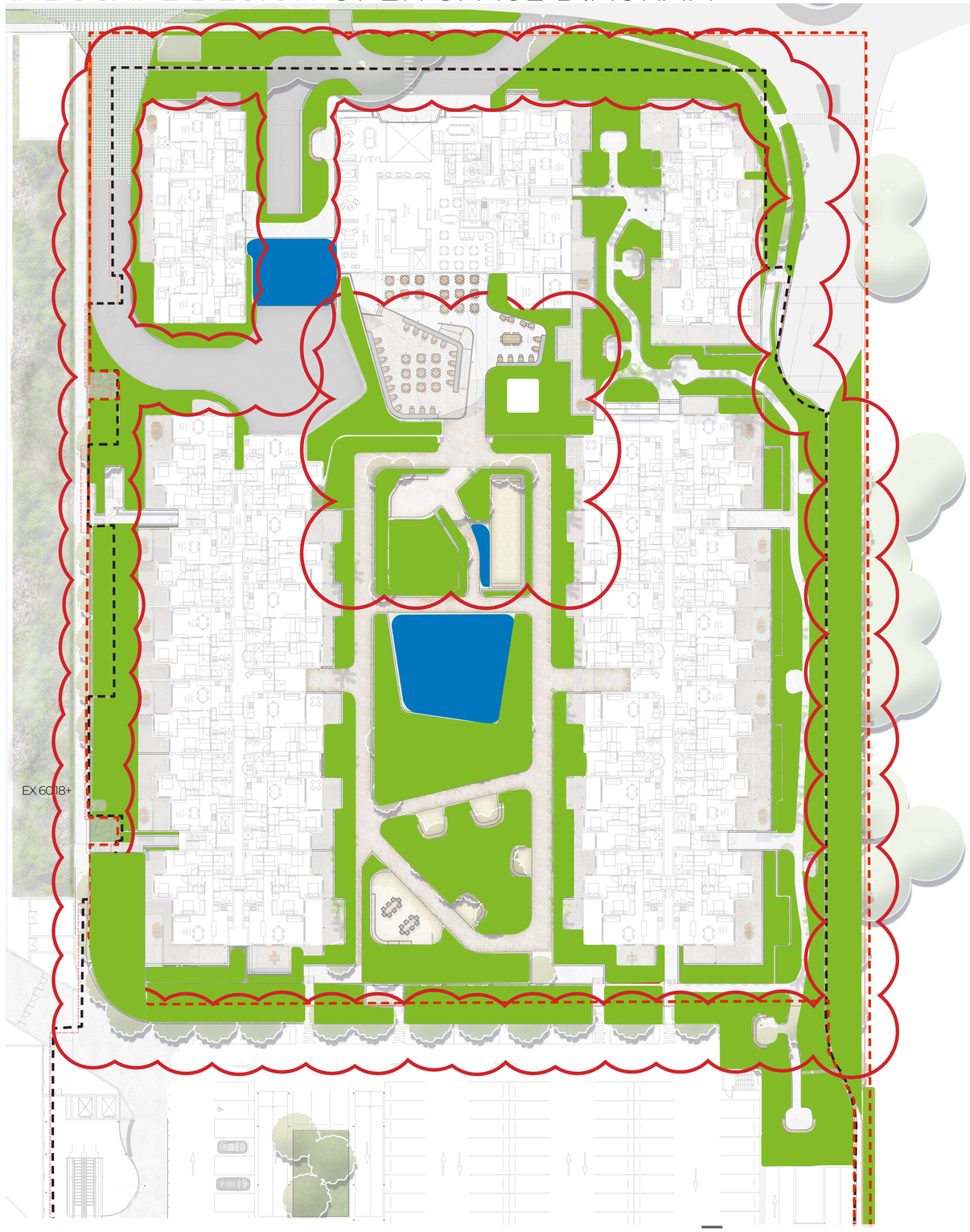
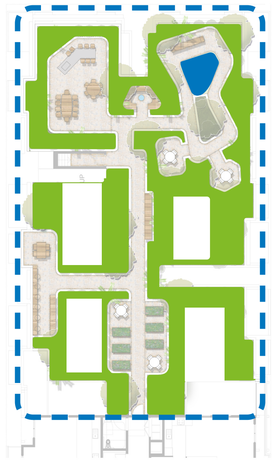
LANDSCAPE DESIGN OPEN SPACE DIAGRAM



GROUND FLOOR AND LEVEL 1



LEVEL 3 ROOFTOP

OPEN SPACE LEGEND

Level 1 and Ground Communal Open Space 48 . 9 % (6, 581m²)

Level 1 and Ground Vegetated Areas 28 . 5% (3, 839m²)

Level 1 Lawn 2.4% (335m2

82% Native

68% Low water use species

Rooftop Communal Open Space 4.2% (569m²)

Rooftop Vegetated Areas 1.95% (263m²)

L Rooftop Lawn 0.06% (8.7m²)

Total Open Space 53 . 1% (7, 150m²)

TOTAL SITE AREA 100% (13, 447 m²)

Revised areas

ARCADIA LANDSCAPE ARCHITECTURE

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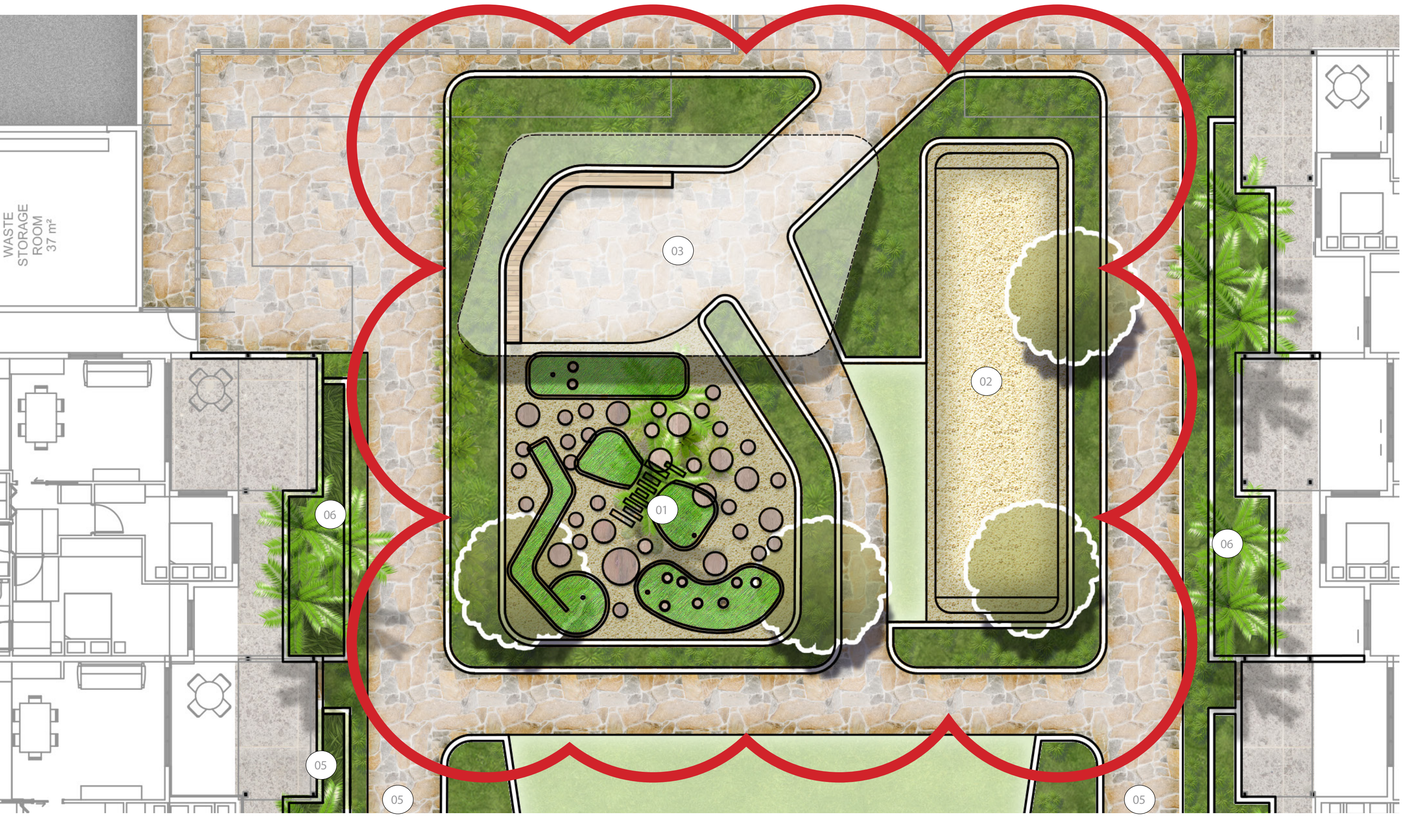
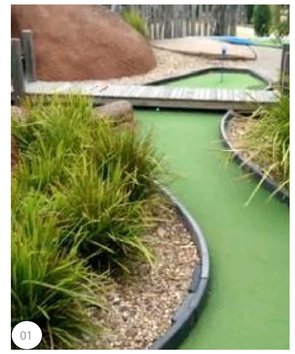
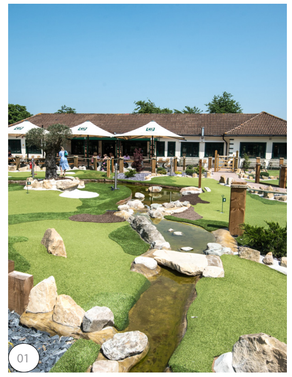
LANDSCAPE DESIGN PLAN DETAIL - RECREATION

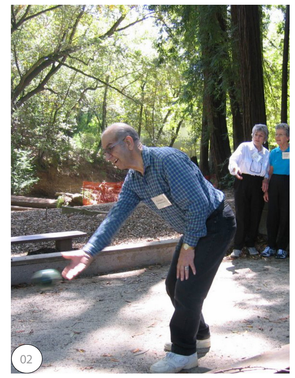


DETAIL PLAN 1:100 @ A1

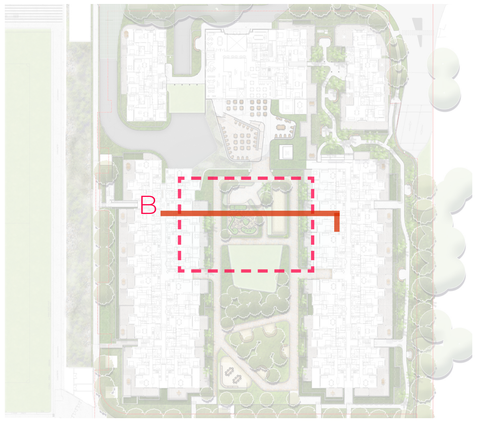








KEY PLAN



LEGEND

01 / mini golf course

02 / bocce court

03 / pergola overhead

04 / feature tree

05 / access to built form

06 / buffer planting to private terraces

SECTIONS



SECTION BB 1:50 @ A1

ARCADIA LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

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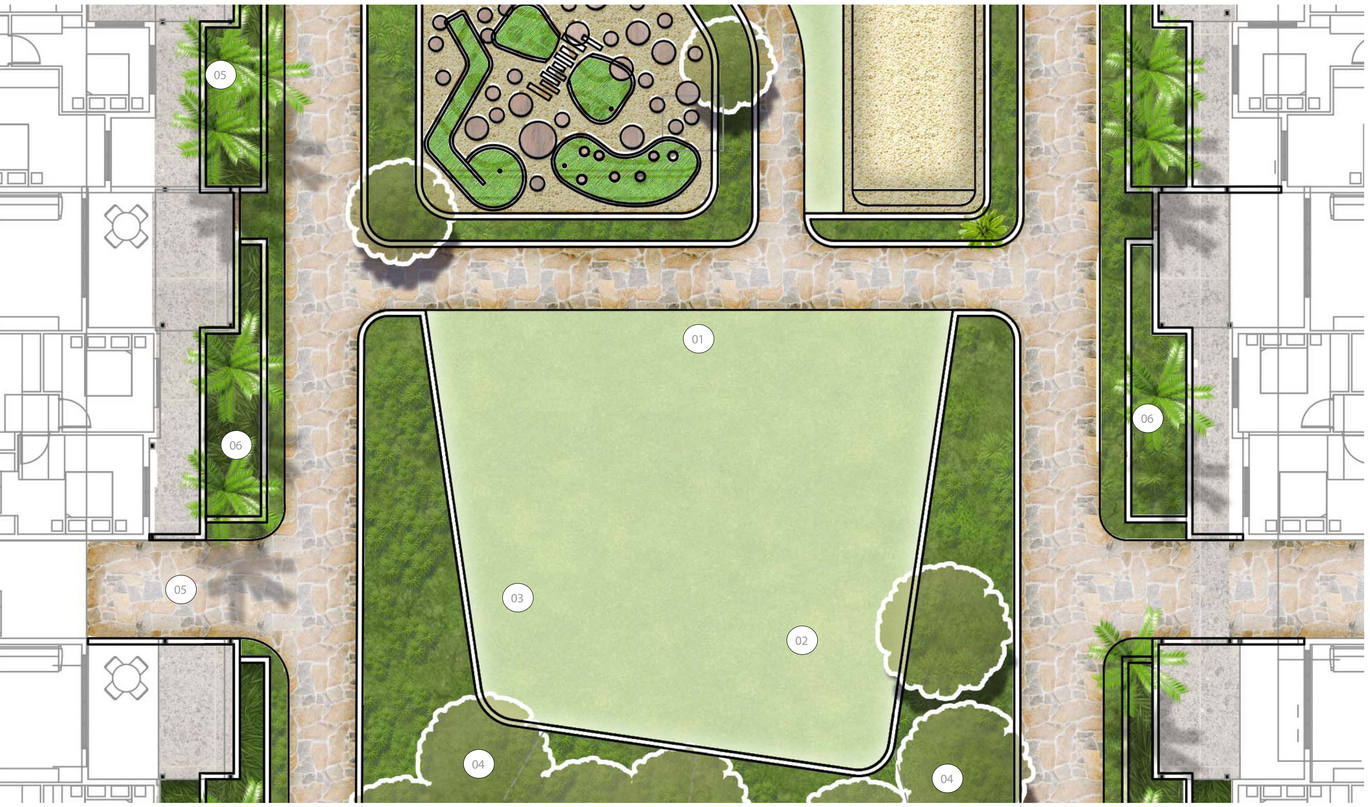
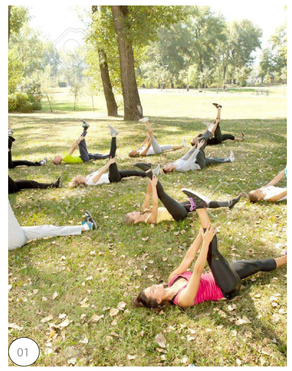
LANDSCAPE DESIGN PLAN DETAIL - COMMUNITY

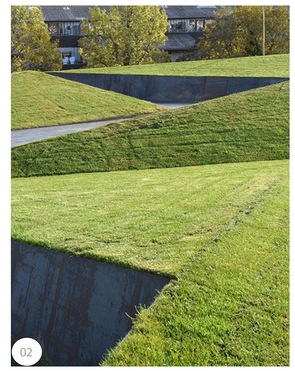


DETAIL PLAN 1:100 @ A1

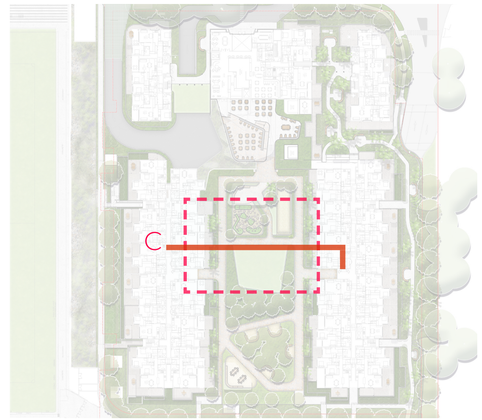








KEY PLAN



LEGEND

01 / open turf area

02 / angular garden bed to accommodate tree planting

03 / raised platform to turf

04 / mature deciduous trees

05 / access to built form

06 / buffer planting to private terraces



SECTION CC 1:50 @ A1

ARCADIA
LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

PREPARED BY	Arcadia Landscape Architecture	**DATE**	20 January 2022
CLIENT	Club Marconi	**SCALE**	
ARCHITECT	DACCA Architects	**ISSUE**	M
PROJECT MANAGER	Restifa & Partners Pty Ltd	**NO.**	17-501

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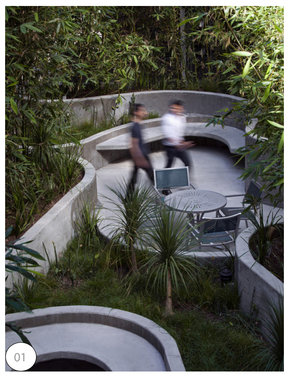
LANDSCAPE DESIGN PLAN DETAIL - PASSIVE



DETAIL PLAN 1:100 @ A1









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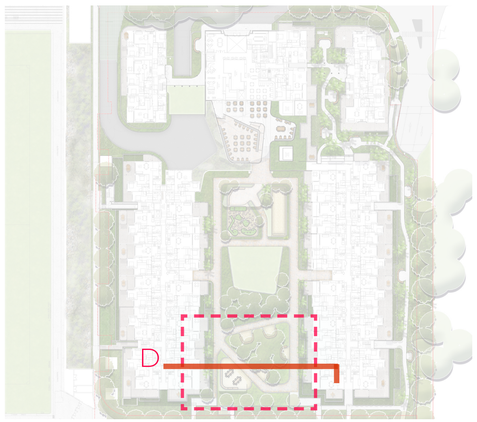

LEGEND

01 / small rooms for intimate gatherings

02 / large communal gathering space

03 / bbq and outdoor kitchen facilities

04 / buffer planting to private terraces

05 / access to built form



SECTION DD 1:50 @ A1

ARCADIA
LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

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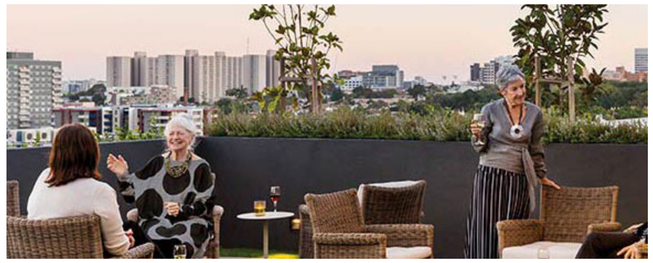
LANDSCAPE DESIGN ROOF TERRACE PLAN

Gathering areas



intimate seating



bbq/kitchen zone



perimeter planting



herb and veg





01 / Raised productive planters and communal space

02 / Small to medium ornamental deciduous trees

03 /Bbq area

04 / Loose dining furniture

05 / Intimate seating areas

06 / Raised planter walls with shrubs, groundcovers and small trees

07/ Turf

08/ Western sun desk with bar style seating

0 7.5M

SCALE 1:75 @ A3

ARCADIA LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

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LANDSCAPE DESIGN ENTRY



01 / Club Parking Exist

02 / Entry to Seniors parking

03 / Feature trees

04/ Verge street trees as part of masterplan

05 / Independent Living Units Signage

06 / feature paving

07 / Turf to verge

08/ Proposed Sub Station

09/ Existing Trees to be retained

Revised areas

0 10 20 30 40 50M

SCALE 1:500 @ A1



0 3 6 9 12 15M

SCALE 1:150 @ A1

RESTWELL ELEVATION

ARCADIA LANDSCAPE ARCHITECTURE

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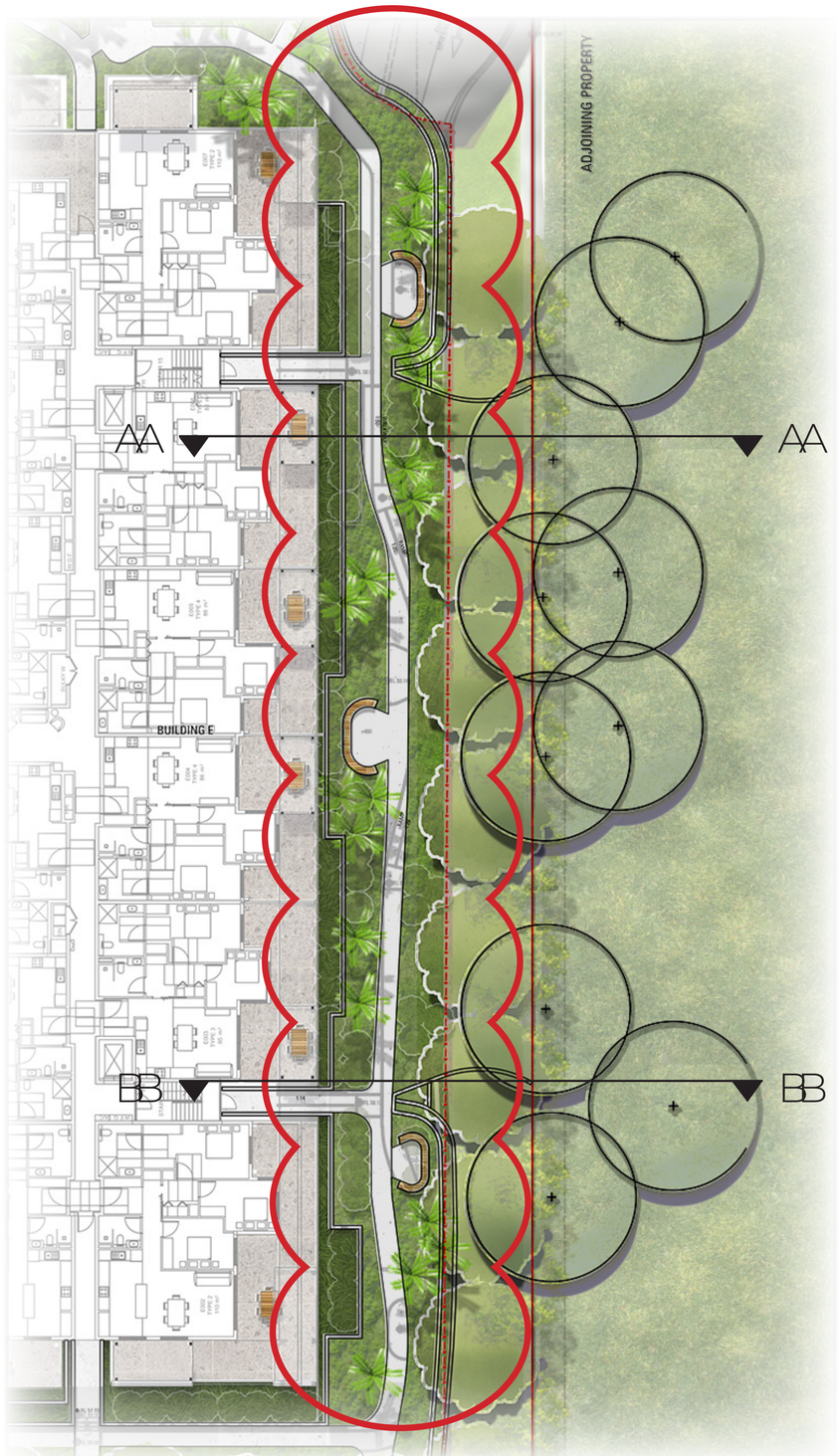
LANDSCAPE DESIGN E2 ZONE INTERFACE





EAST - WEST ELEVATION AA



EAST - WEST ELEVATION BB

01 / Communal Open Space & Path

02 / Cascading Landscape

03 / Lanscape Buffer(Deep Soil Zone)

04/ Fence

0 1 2 3 4 5M

SECTION SCALE 1:50 @ A1

ARCADIA
LANDSCAPE ARCHITECTURE

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LANDSCAPE DESIGN E2 ZONE INTERFACE



01 / Sloping Landscape Buffer

02/ Cascading Landscape

03 / Cascading Landscape

0 10 20 30 40 50M

SCALE 1:500 @ A1



EASTERN ELEVATION

0 3 6 9 12 15M

SCALE 1:150 @ A1

ARCADIA LANDSCAPE ARCHITECTURE

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LANDSCAPE DESIGN E2 ZONE INTERFACE

The Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest was the most common type of native vegetation in the area now occupied by western Sydney including the site area. Due to clearing and weed invasion, the ecological community has become critically endangered.

TREES AND FERNS


Eucalyptus tereticornis


Eucalyptus fibrosa


Eucalyptus moluccana


Eucalyptus crebra

SHRUBS AND ACCENTS


Melaleuca decora


Acacia decurrens


Bursaria spinosa


Acacia implexa

GROUNDCOVERS AND GRASSES


Poa labillardieri


Dichondra repens


Themeda australis


Dianella longifolia

ARCADIA LANDSCAPE ARCHITECTURE

CLUB MARCONI INDEPENDENT LIVING UNITS **BOSSLEY PARK**

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TREES AND FERNS


Banksia integrifolia*+


Cyathea cooperi *+


Eucalyptus moluccana*+


Melaleuca quinquenervia*


Tristaniopsis laurina*+


Ulmus parvifolia*

SHRUBS AND ACCENTS


Correa alba *


Adiantum formosum*+


Bursaria spinosa*+


Westringia fruticosa*+


Grevillea ‘Ivanhoe’*


Melaleuca thymifolia*+

GROUNDCOVERS AND GRASSES


Casuarina glauca*


Dichondra repens *+


Lomandra longifolia*+


Liriope muscari*


Viola hederacea*+


Dianella caerulea*+

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URBIS

CLUB MARCONI

URBAN DESIGN ASSESSMENT TO AMENDED PLANS

19 January 2022

Prepared for Club Marconi

URBAN DESIGN CONSIDERATIONS

It is considered that the proposed urban design and amenity outcomes of the development are suitable to the site, neighbourhood and surrounding context.

The urban design merits of the proposal are:

The proposed bulk, height and scale is appropriate to its context.

- The Restwell Road frontage is proposed at 2-storeys and is similar in scale to the existing residential dwellings to the north.
- The proposed buildings along Restwell Road provide a 10 metre setback from the street. The setback is greater than the setback of the dwellings on the northern side of this street.
- The proposed development does not impact the amenity of the existing residential dwellings in terms of solar access, noise or privacy.
- The proposed bulk and scale are appropriate given the height and scale is sympathetic and similar in scale to surrounding buildings.
- The proposal is contained within the Approved SCC building envelope.
- The proposal increases slightly in height to provide articulation of roof element that create visual interest and architectural expression.

The proposal contributes to the character of the neighbourhood.

- The 2-storey height proposed along Restwell Road is a more sympathetic and complimentary outcome than the existing car park.
- The proposal improves the streetscape, amenity and visual interest along Restwell Road.
- The proposal will improve the landscape treatment of Restwell Road with additional vegetation planting, the retention of six mature trees and the planting of six additional trees.
- The proposal improves the safety of pedestrians with an improved footpath, increased passive surveillance and activity along Restwell Road.
- The proposal creates a substantial enhancement to the E2 Conservation land by providing a well vegetated buffer along this boundary. There is currently no landscape treatment along this edge.
- The proposal will add a total of 259 trees across the whole of the Marconi Club site to provide additional tree canopy, a comfortable environment for pedestrians and a mitigation to the urban heat island effect.

The architectural design and façade expression is contemporary and appropriate to the existing context.

- The proposal provides a façade treatment with sufficient breaks, articulation recesses, and change of materials/colours along the building lengths.
- The buildings are well articulated, providing recesses, setbacks or variety of height to break up the visual bulk and mass.
- The design celebrates the building entrances with recesses and change of materials.
- The eastern corner of the Restwell Road is designed to define edge and the public domain.
- The building has an articulation, roof feature and/or change of materials on the upper storeys to provide visual interest on the skyline.

URBAN DESIGN CONSIDERATIONS (CONTINUE)

The proposal complies with the amenity requirements of the Apartment Design Guide (ADG).

- The proposed development does not impact the solar amenity of any of the residential dwellings surrounding the site.
- The proposed setback in addition to the existing E2 land along the eastern boundary provides sufficient separation and distance from SWIAA Village to address privacy and visual concerns.
- The proposal complies with the amenity considerations of the Apartment Design Guide. The proposal achieves the following:
  - 75% solar access between 9am to 3pm on the winter solstice.
  - 60.2% cross ventilation.
  - 32% communal open space
  - 7.08% deep soil.

SUMMARY OF THE AMENDMENTS

The design and layout of the building has been modified to respond to the architecture, urban design and amenity concerns raised during the S34 Conference on 26 October 2021 and the meeting with Council and SPA on 19 November 2021.

The proposed amendment:

1. Is largely contained within the approved SCC envelope with no impacts to the bulk and scale of the buildings / proposal. Minor encroachments were made to allow for roof features and lift overruns, which is an acceptable exemption of the height limit for equitable access to the shared areas. The roof features allow a better modulation and expression of the buildings, while the lift overrun allows equitable access to the roof terrace in Building A. The proposal Incorporates 93 ILU units which is 5 units below the 98 approved in the SCC.
2. Addresses the curved nature of the north-east corner of the site by creating a stepped setback in Building D and having a curved wall along the edge of the verge.
3. Improves the amenity along Restwell Road which includes the simplification of access to the carpark, the de-cluttering of services along this frontage, the retention of six existing trees and the planting of 16 additional trees along the whole of the Club Marconi frontage.
4. Improves the amenity and eastern landscape buffer of Building B by shifting the internal services area and paved areas south of the building.
5. Creates a straight pedestrian walkway from Restwell Road, which also includes the relocation of the light towers to the football field site.
6. Allows for a battered and vegetated interface to the E2 Conservation Land along the central part of Building E. Increases setback of Buildings D and E to 6 metres to allow additional deep soil areas in accordance with the ADG requirements.
7. Modulates the façades with additional indentations, change of materials/colours and roof features.
8. Incorporates a seating area with additional access to sunlight along the corridors of buildings A and E.
9. Provides an additional landscape buffer at the southern end of the site along the interface with the Club's surface carpark.
10. Improves the navigation/wayfinding across the proposal by relocating the communal courtyard to the ground floor level.
11. Achieves solar and cross ventilation requirements in accordance with the ADG.

The plans below outline the amendments to Items 1 to 9. Items 10 and 11 are outlined in the package prepared by Dacca Architects.

RESPONSE TO MAIN AMENITY ISSUES

The design and layout of the building has changed to respond to the urban design and amenity concerns raised during the S34 Conference on 26 October 2021 and the meeting with Council and SPA on 19 November 2021.

The main urban design and amenity issues that needed to be addressed were:

- Restwell Road interface.
- Pedestrian Path between Restwell Road and Prairie Vale Road
- E2 Conservation land Interface

1. Restwell Road interface (Figures 2 to 5)

Redesign of building D

Build D has been redesigned to better address the corner of Restwell Road and the entry to the carpark. Changes include:

- The building steps back as it turns the corner allowing additional setback to Restwell Road.
- A curved low wall follows the corner.

Streetscape Interface

Changes to the streetscape and landscape treatment include:

- The pedestrian footpath has been moved away from the kerb line of Reswell Road allowing the provision of a 1.8 metre vegetated verge.
- The new design of the access driveway to the porte-cochere allows for the retention of 3 additional mature trees along Restwell Road.
- A total of 6 mature trees will be retained along the Restwell Road.
- Two trees will be removed.
- A total of 16 trees will be planted along the Restwell Road frontage.

De-cluttering for services

Services have been screened and integrated into walls to remove the cluttering from the public domain.

Driveway – entry and egress to the site

Changes to the entry and egress arrangement include:

- One way access (reduced width) to the Porte-cochere to allow the retention of three additional trees.
- The access to the site has changed to only allow entry to the carpark from Restwell Road. All egress from the carparking area will be undertaken through the Basement 1 ramp at the eastern end of the site.
- The service driveway (entry and egress) stays at the western end of the site. As this driveway is not regularly used, there will be limited impact to the pedestrian movement along Restwell Road.
- The paved area between Buildings B and C has been moved south to allow a large landscape area between both buildings.

Conclusion

The changes prepared address all the amenity issues that were raised during the S34 conference. The streetscape along Restwell Road will retain 6 mature trees and add 16 additional trees.

3. Pedestrian path from Restwell Road to Prairie Vale Road (Figures 6 to 10)

Proposed walkway

The provision of the path as part of the Amended Plans is an appropriate improvement to the existing path as it will have:

- A better landscape interface with increased planting.
- Seating areas.
- Increased covered length to protect against rain and heat.
- Improved CPTED as it will have more passive surveillance from new residents.
- Increase usage as it will service the new Seniors Living residents. There are two exits from the Seniors living development to the path.
- A better view and amenity by removing the existing light towers along the pathway.

Conclusion

The proposed changes to the walkway creates a safe, weather protected and comfortable path between Restwell Road and Prairie Vale Rd. The removal on the existing light towers to the new location enhances the amenity of path.

2. E2 Conservation land Interface (Figures 11 to 14)

Changes to the interface with the E2 Conservation zone include:

Wall

- The carpark wall along the edge of the building is now undulated to allow for an organic interface.

Batter

- The batter to the wall has been raised to minimise the exposure of the car park.

Vegetated edge

- The batter will be planted to improve the views towards the site.
- A planter is located above the wall which will allow plants to hang over the lower deep soil landscape area to soften this edge.

Façade expression

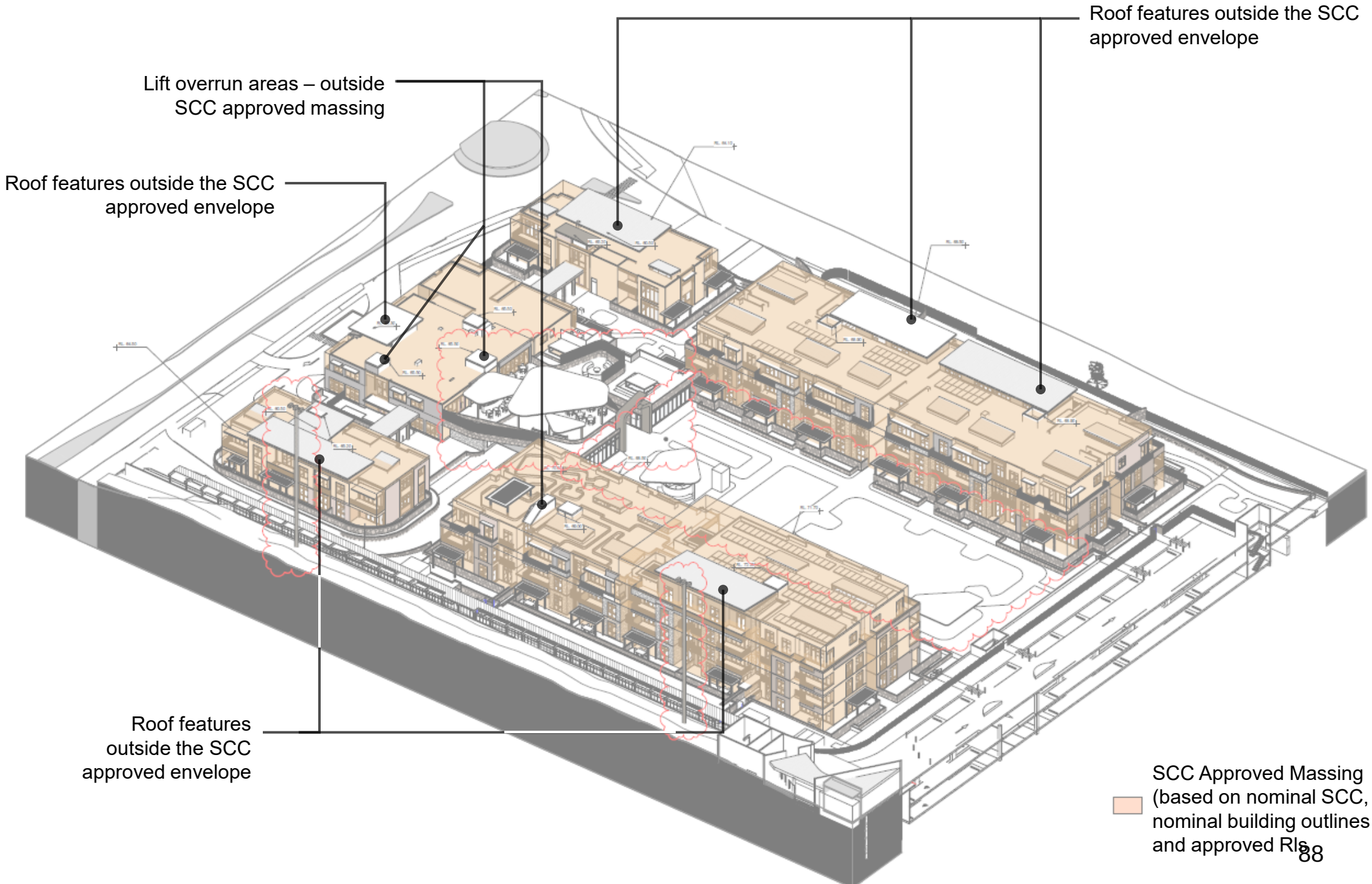
- The colours and materials along the eastern façade of Building E strengthen the northern and southern ends of the building by increasing the contrast with darker tones.

Conclusion

The changes to the interface with the E2 Conservation zone mitigate the exposure of the carpark while allowing the provision of additional vegetation.

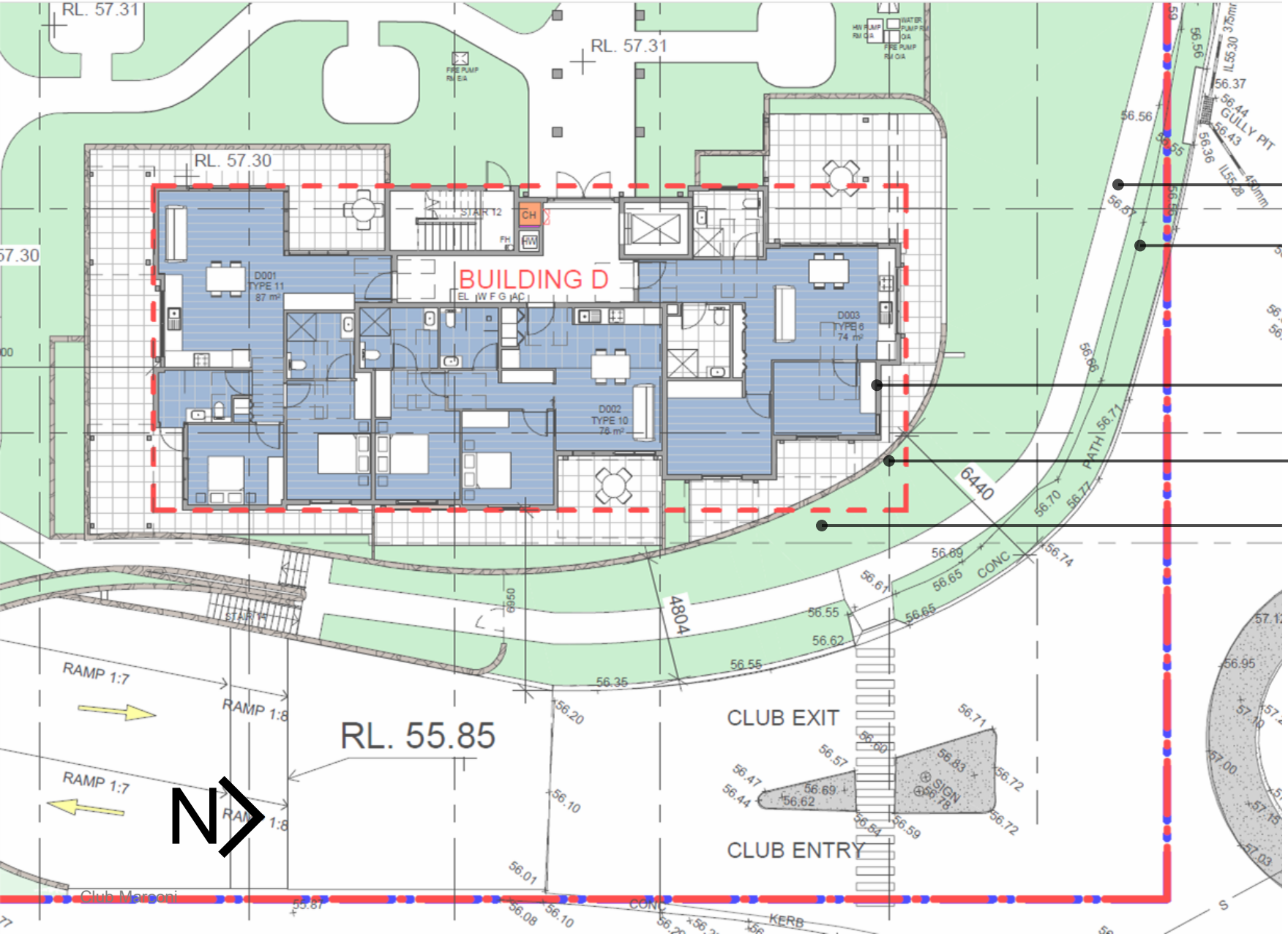
Item No 1 – Building Envelope compliance

FIGURE 1 - BUILDING ENVELOPE



Item No 2 – Restwell Road roundabout interface

FIGURE 2 - CORNER TREATMENT



Relocation of path verge away from the kerb

Provision of a vegetated verge

Increased setback and modulation

Curved wall

Increased landscape area

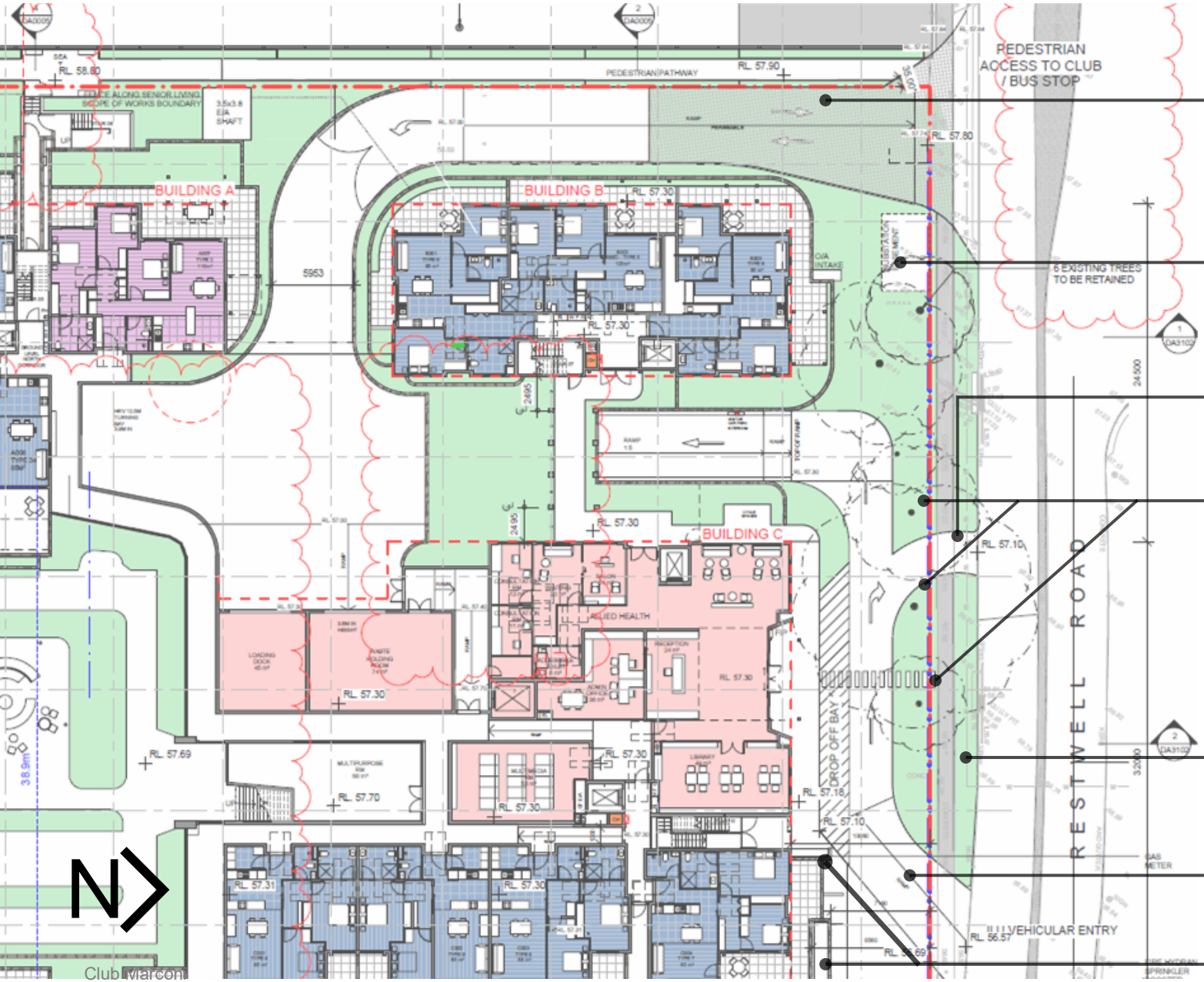
Item No 2 – Restwell Road Roundabout interface

FIGURE 3 - CORNER TREATMENT



Item No 3 – Restwell Road Interface

FIGURE 4 – RESTWELL ROAD INTERFACE



Permeable paving for the driveway for limited use of service and garbage vehicles only

Relocated substation

Relocated the exit for drop off and emergency vehicles to simplifying the Porte Cochere

Retention of 3 additional mature trees

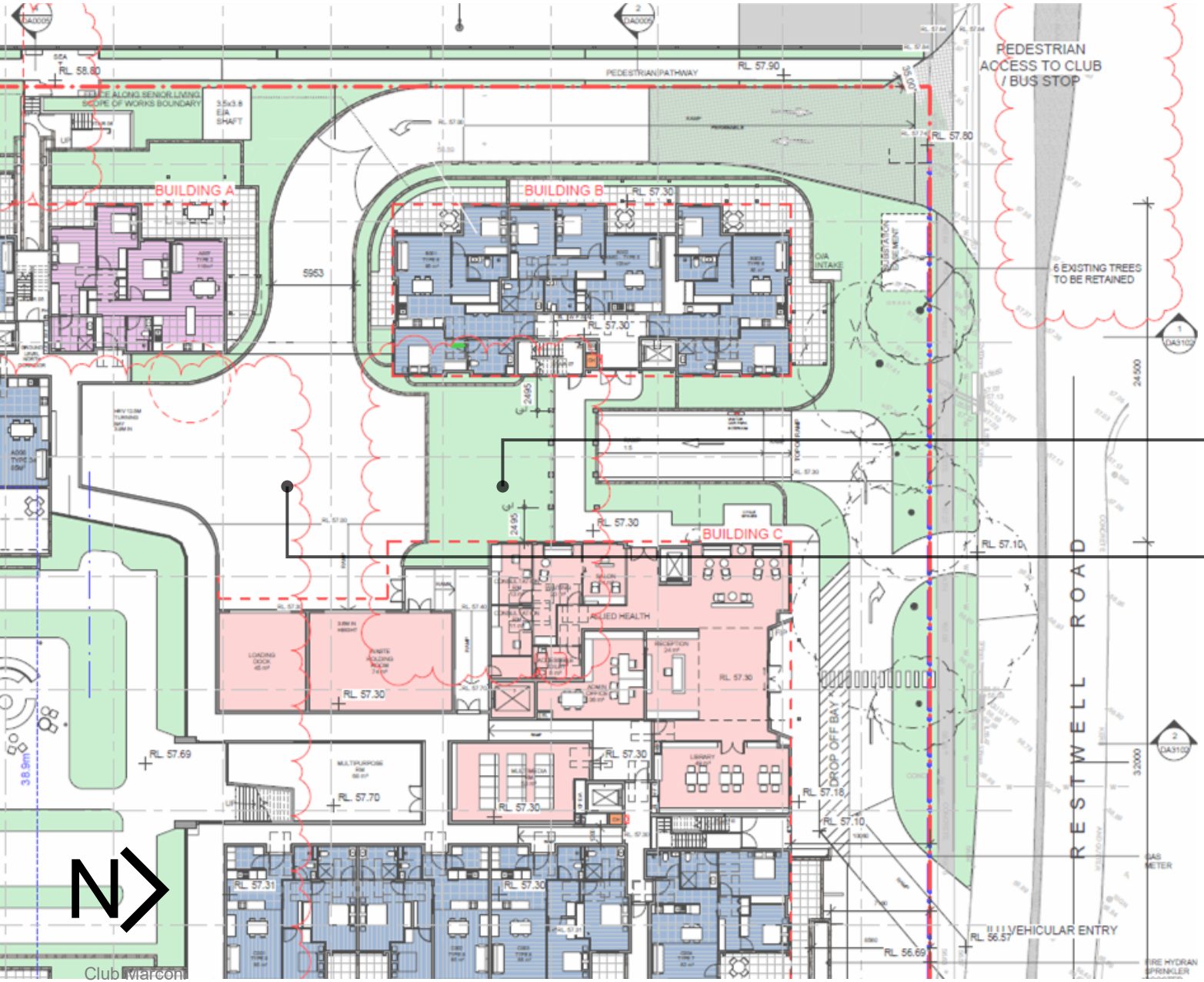
Relocation of path and provision of a 1.7m vegetated verge

One way access to porte-cochere and carpark

Integrated location of services

Item No 4 – Amenity between Buildings B and C

FIGURE 5 – RESTWELL ROAD INTERFACE



Increased landscape area between buildings B and D

Relocation of service areas towards the southern side of Building B.

Item No 5 – Pedestrian Walkway

FIGURE 6 – PROPOSED PATH (NORTH)

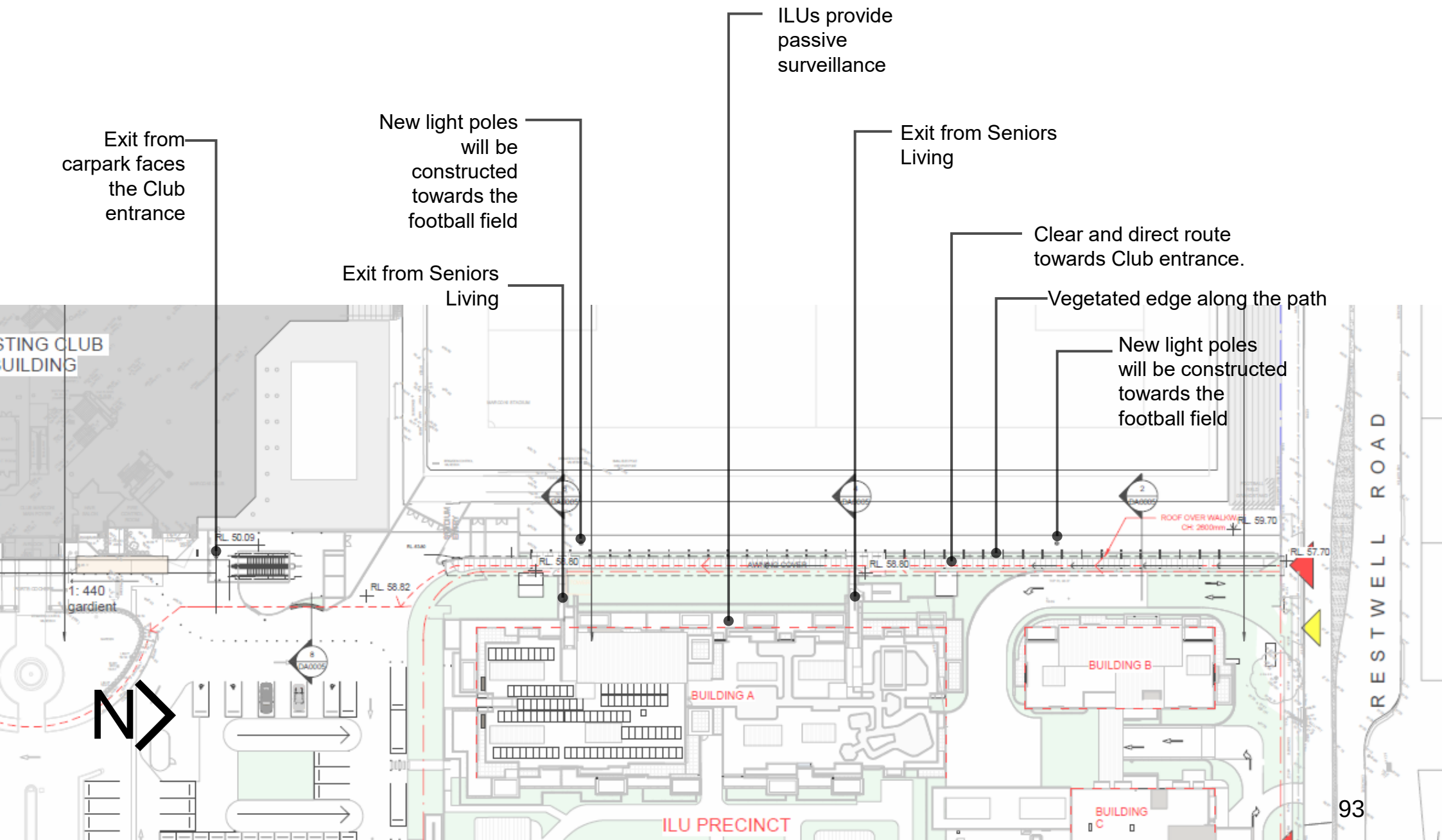
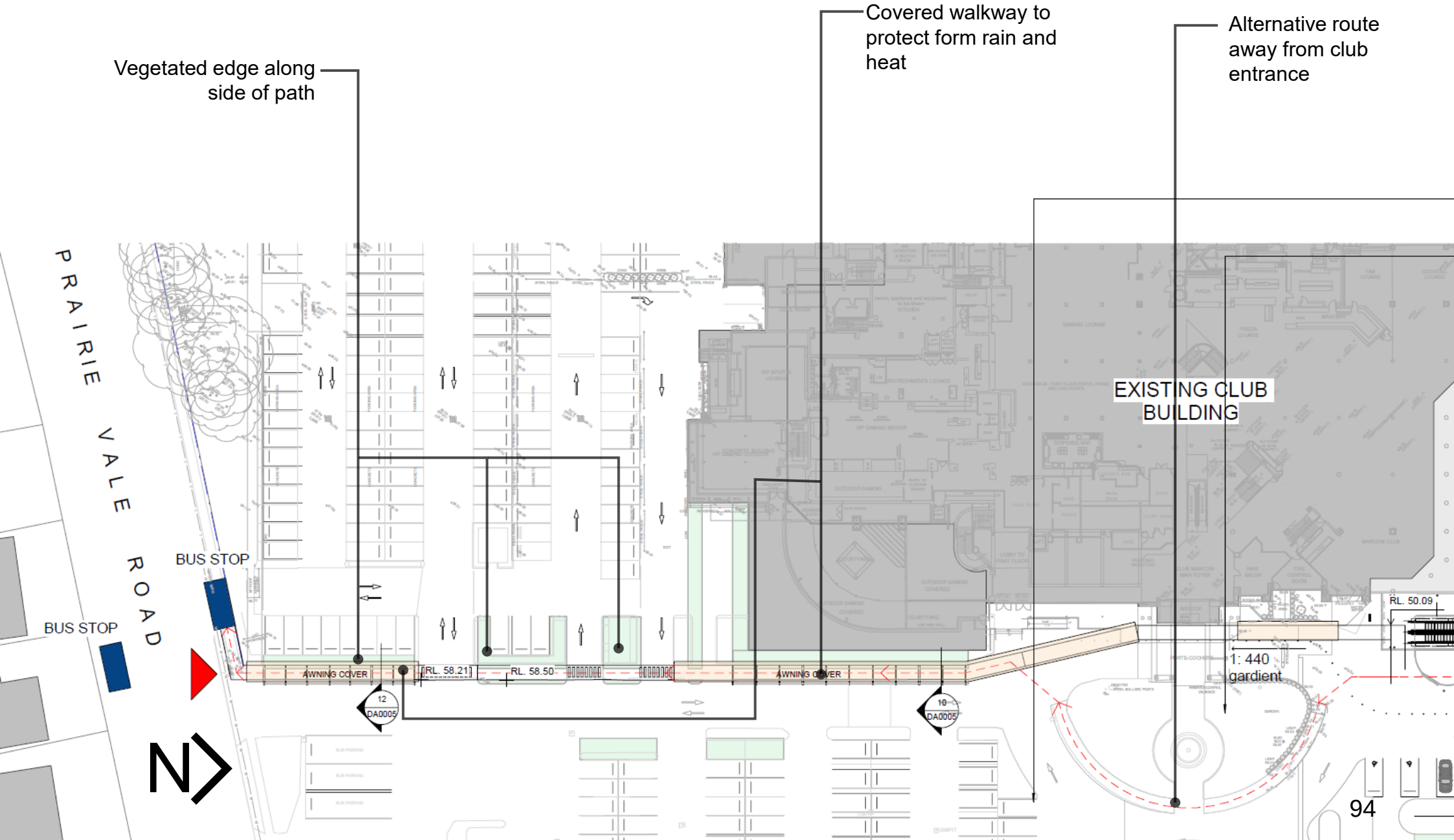


FIGURE 7 – PROPOSED PATH (SOUTH)



Item No 5 – Pedestrian Walkway

FIGURE 8 – PROPOSED PATH (NORTH END)

Previous Plan



Light towers has been removed

Updated Plan

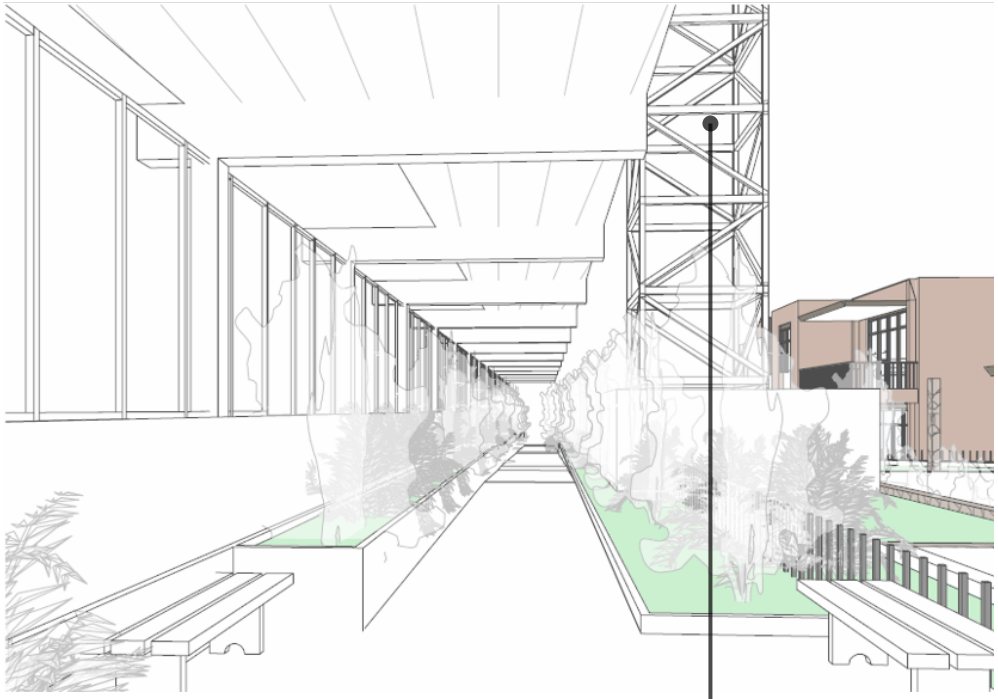


Vegetated edge along both sides of the path

Item No 5 – Pedestrian Walkway

FIGURE 9 – PROPOSED PATH (SEATING AREAS)

Previous Plan



Light towers has been removed

Updated Plan

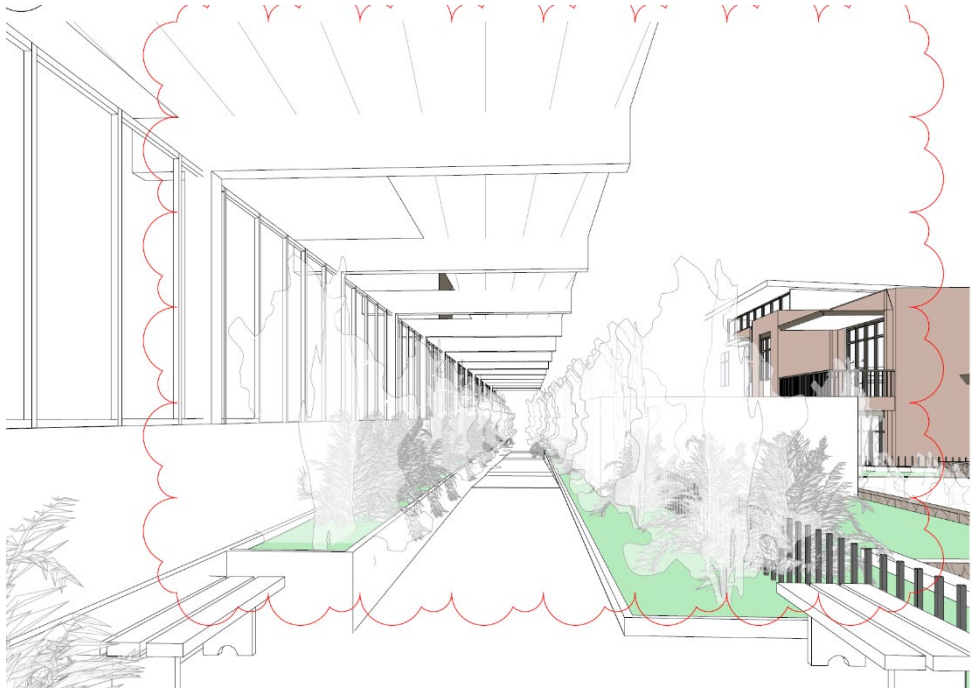
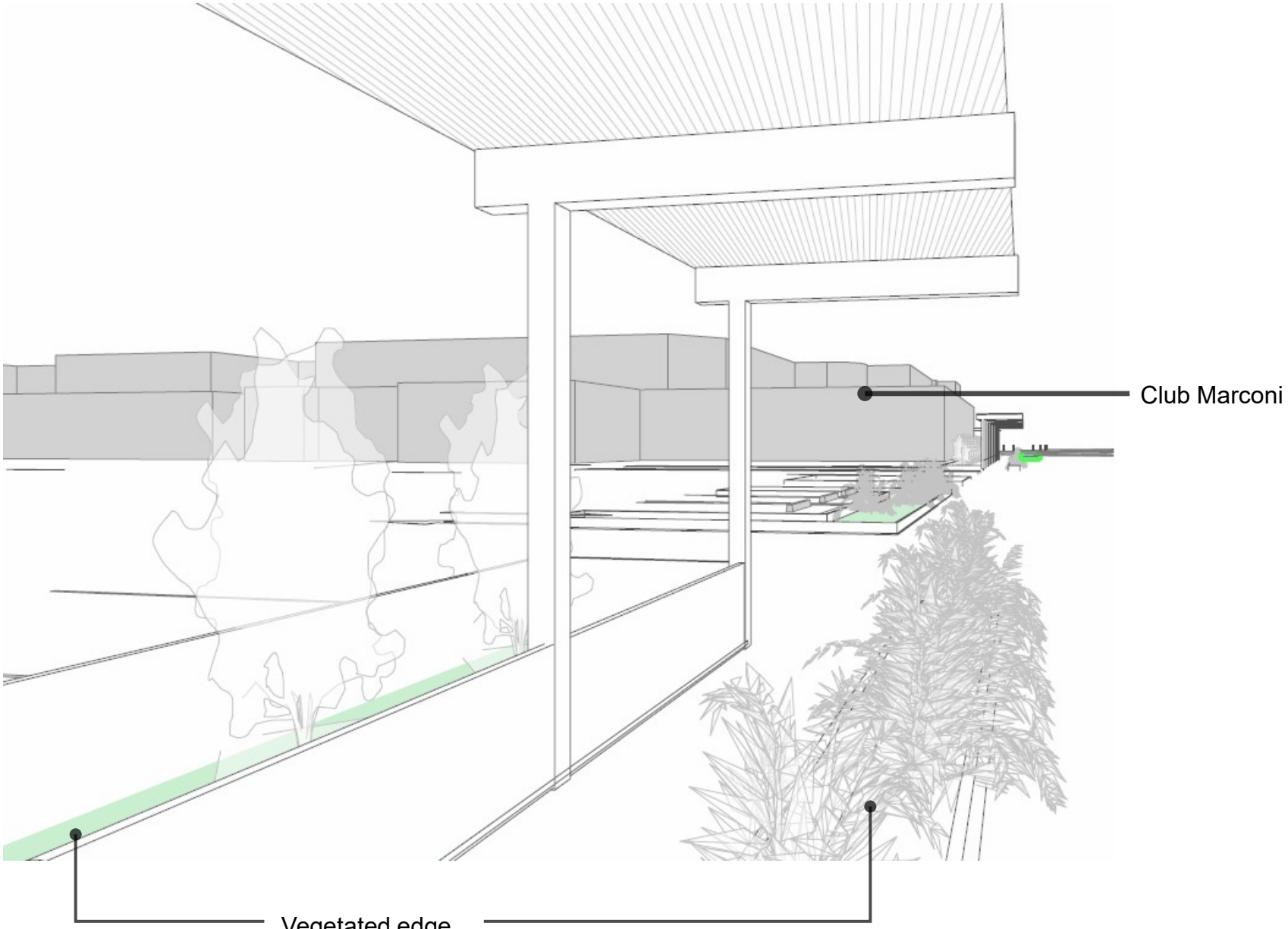
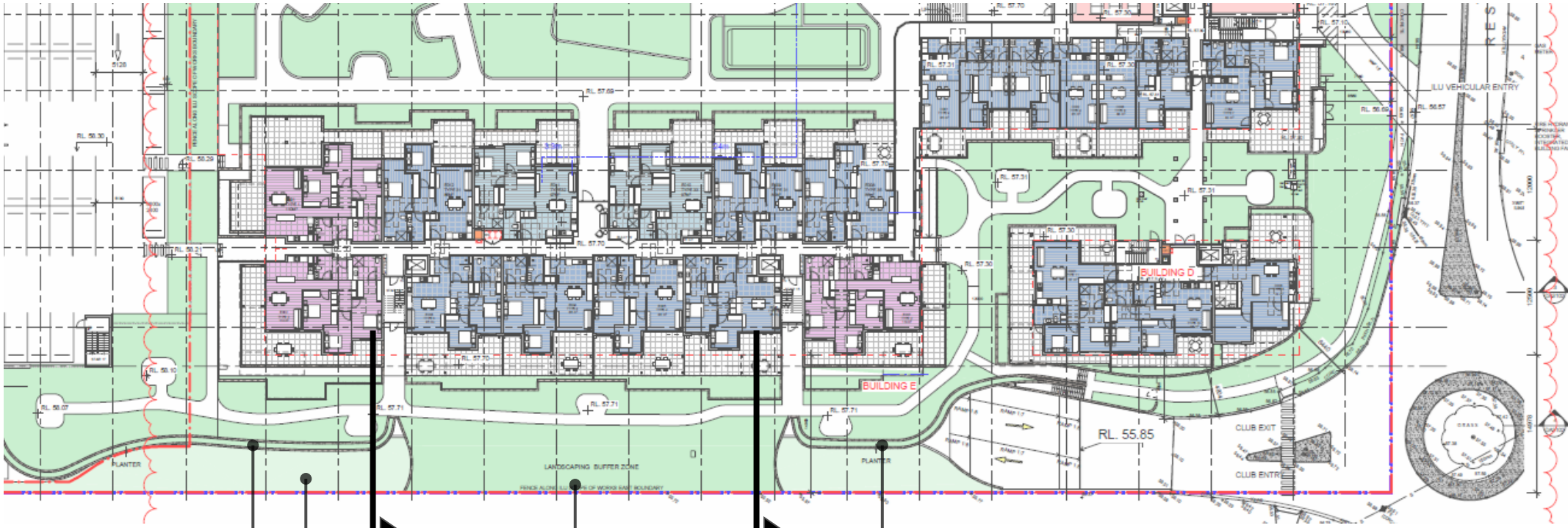


FIGURE 10 – PROPOSED PATH (SOUTHERN END)



Item No 6 – Interface with E2 Conservation Zone

FIGURE 11 – E2 CONSERVATION ZONE INTERFACE – SECTION



Undulated wall

Increased setback to comply with 6m ADG requirements

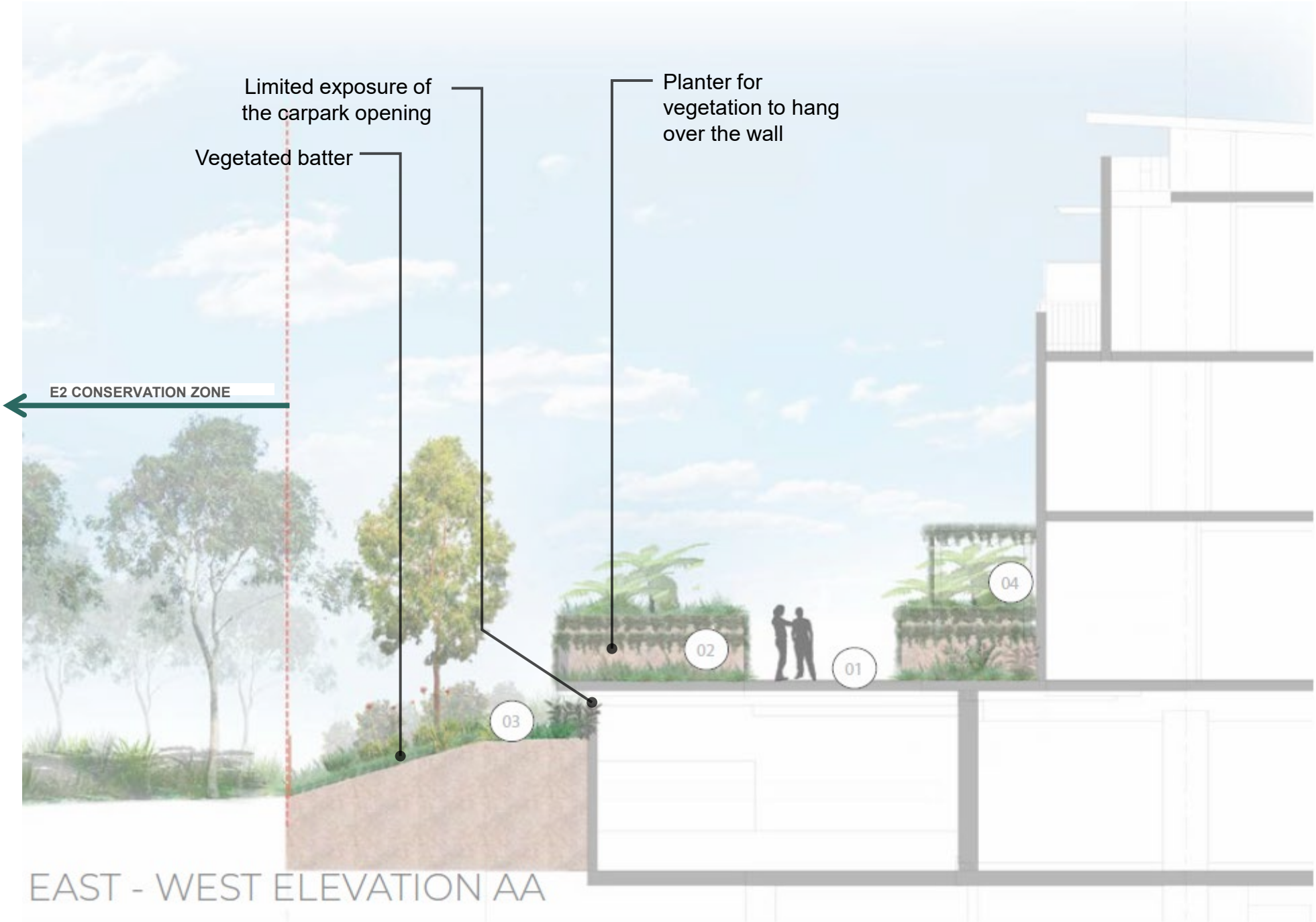
Vegetated batter

Planter for vegetation to hang over the wall

N

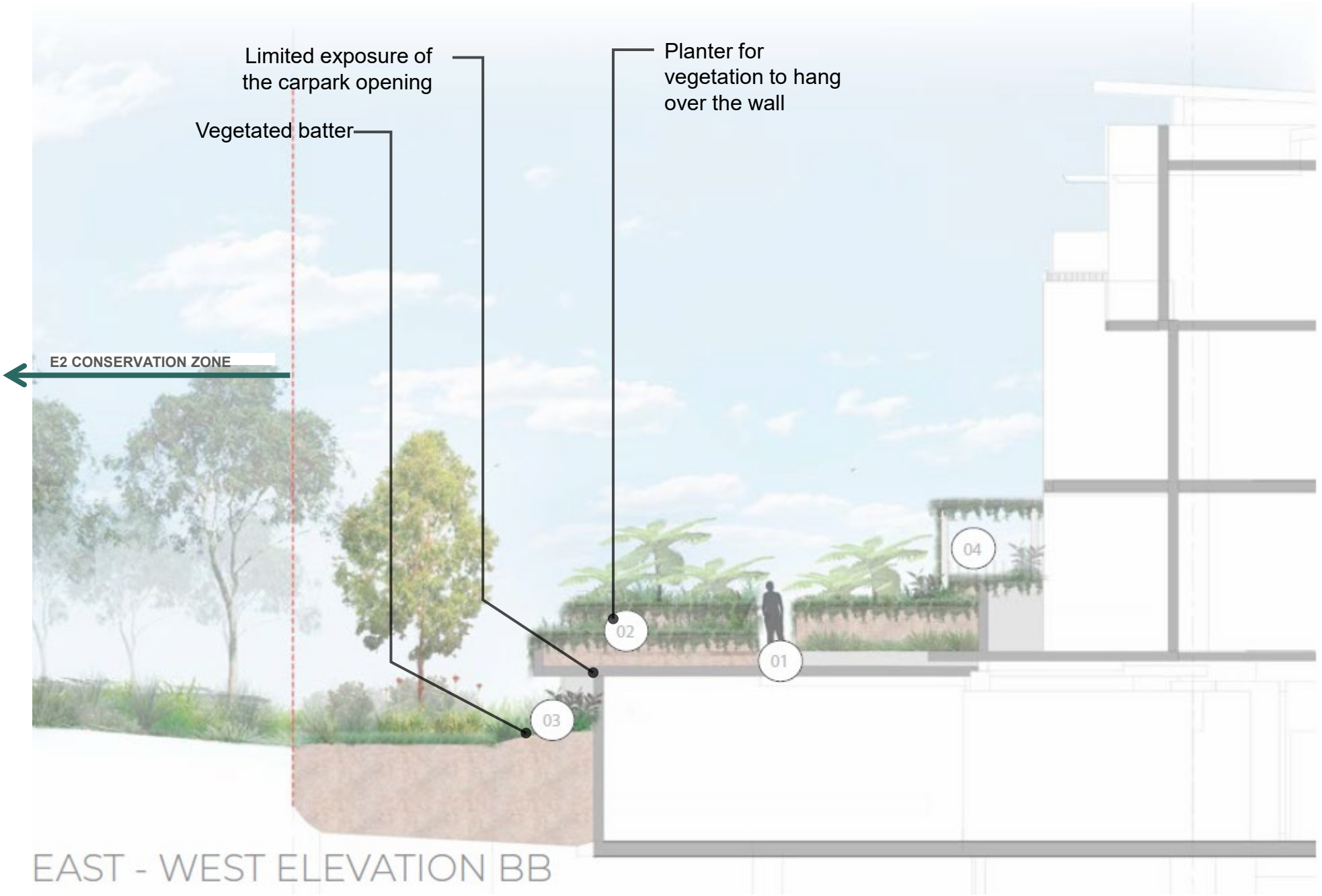
Item No 6 – Interface with E2 Conservation Zone

FIGURE 12 – E2 CONSERVATION ZONE INTERFACE



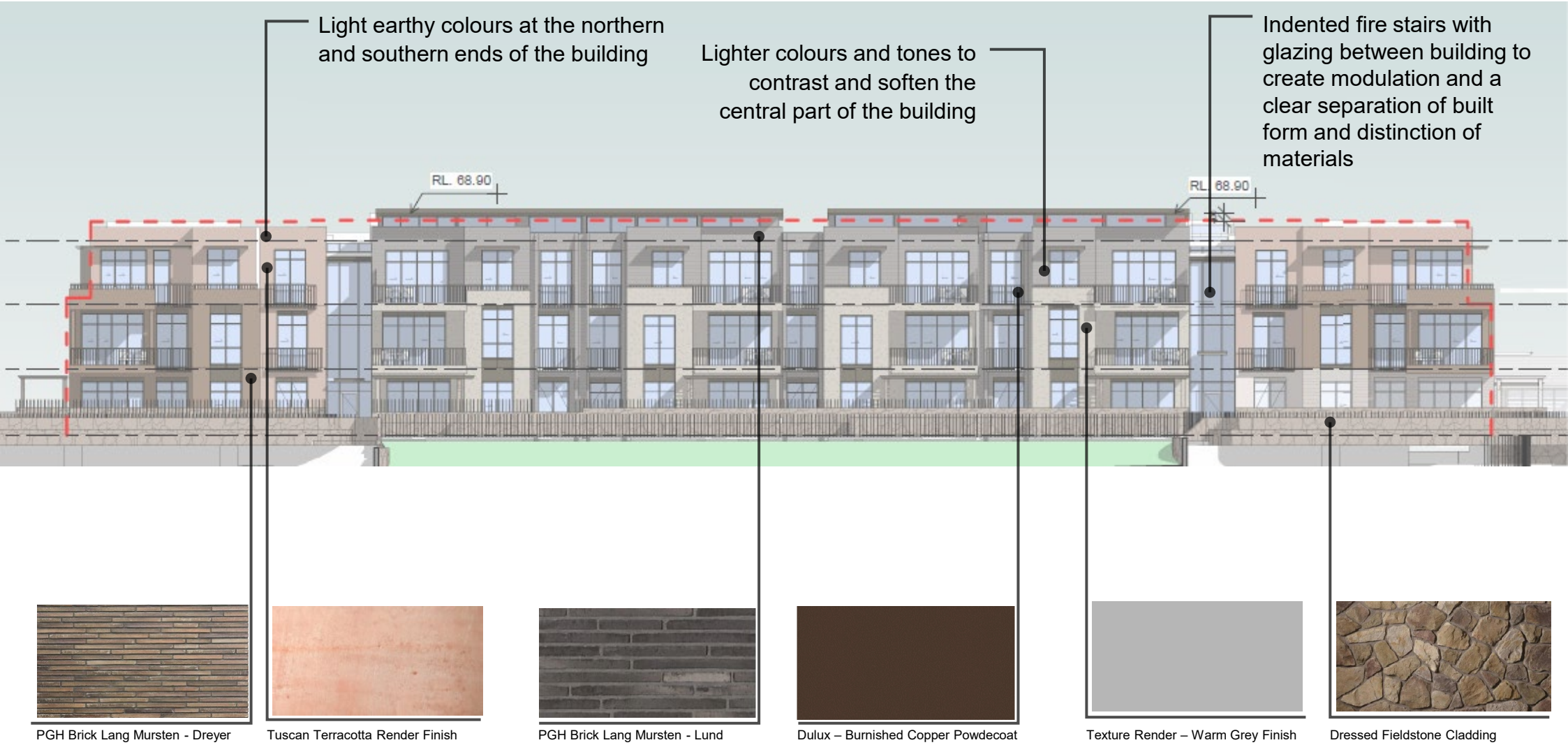
Item No 6 – Interface with E2 Conservation Zone

FIGURE 13 – E2 CONSERVATION ZONE INTERFACE



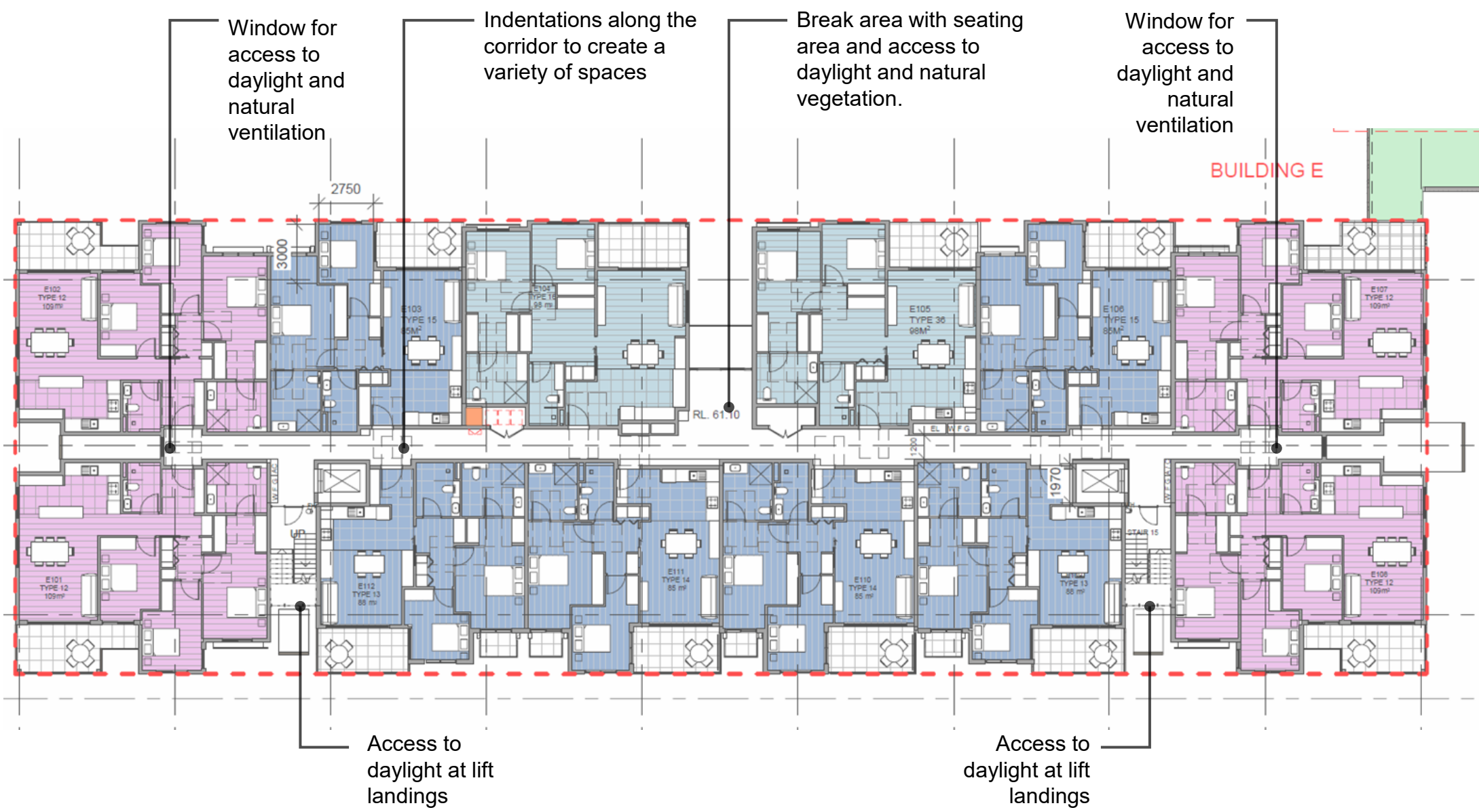
Item No 7 – Façade design

FIGURE 14 – EASTERN FAÇADE DESIGN (BUILDING E)



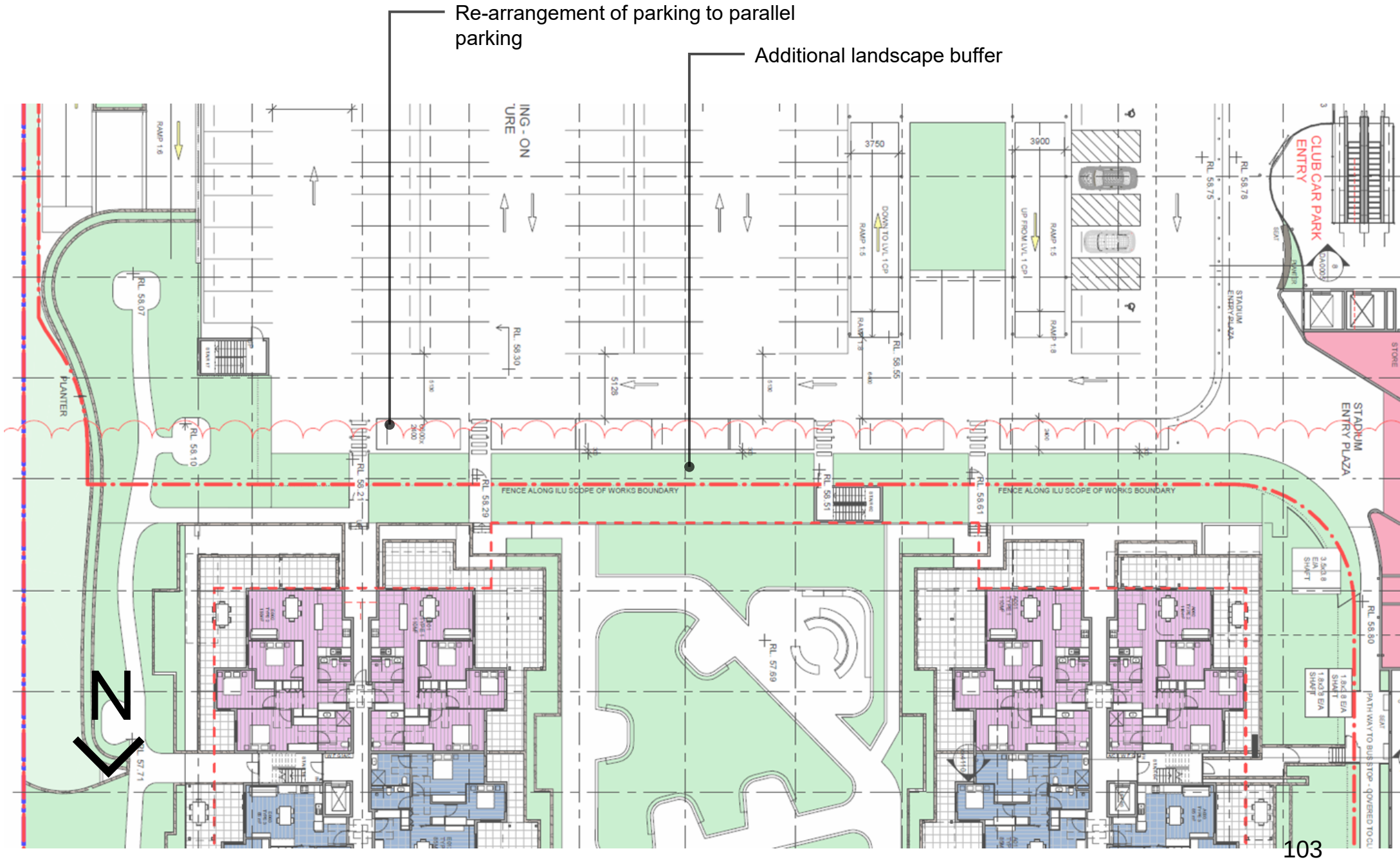
Response to Item No 8 – Corridors Buildings A and E

FIGURE 15 – CORRIDOR COMPLIANCE (12 UNITS PER LEVEL)



Item No 9 – Southern interface with surface carpark

FIGURE 16 – PROPOSED LANDSCAPE



URBIS

URBIS.COM.AU

Our Ref: 20384

20 January 2022

Restifa & Partners Pty Ltd
Suite 34, 330 Wattle Street
ULTIMO NSW 2007

Attention: Mr Sam Restifa

Dear Sam,

RE: CLUB MARCONI, 121 PRARIE VALE ROAD, BOSSLEY PARK – SENIORS HOUSING RESPONSE TO SOFAC

We are writing with reference to the issue of the Statement of Facts and Contentions and the work that has continued to resolve the outstanding issues. I have therefore summarised the issues and summarised how I believe these have been resolved

9(a) The proposed installation of a pedestrian refuge island and associated 'No Stopping' restrictions on a public road requires consultation with the affected stakeholders and referral to the Fairfield Traffic Committee for approval. A detailed plan showing the location of the proposed pedestrian refuge and location of 'No Stopping' restrictions in accordance with the Roads and Maritime Services Technical Direction (TDT 2011/01a) for the pedestrian refuge has not been provided and is required to enable a proper assessment of the application and proper consultation with the relevant stakeholders and the Fairfield Traffic Committee.

1. The access consultant originally proposed the additional refuge to reduce the walkable distance to bus stops.

2. TTPP has reviewed the existing refuge locations and the potential for an additional refuge noting existing driveways and the bus waiting positions at the bus stops. We have concluded that the existing refuges will adequately cater for crossing facilities and no additional refuge is necessary. It is however noted that some of the footpath surfacing between the site and the crossing points is not in good condition so it would be the intention to have the paths resurfaced if necessary.

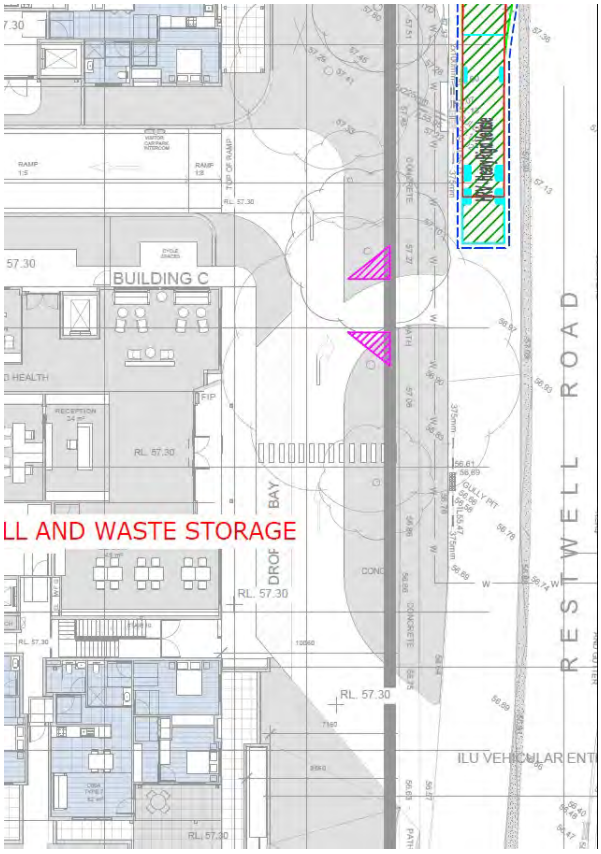
3. Such surfacing improvements could be captured by the imposition of a planning condition.

4. The Access consultant has provided an assessment confirming that the route will comply with Clause 26 of SEPP Seniors Housing.

5. This issue can be resolved as it can be captured by the imposition of planning conditions.

9(b) The dimensions associated with the drop-off bay proposed via the port-cochere driveway from Restwell Road have not been provided and are required to enable a proper assessment of the application. In addition, details of the width, length, height, and cross-section details with regard to the raised threshold proposed to be installed across the pedestrian marking in order to slow down motorists and vehicles approaching the driveway are also required.

6. The details of the porte-cochere have now been amended.



7. There are no motorists entering the ramp from Restwell Road, they will enter from the Porte Cochere.

8. The right turn out from the porte-cochere driveway will only be permitted for emergency vehicles. A removable bollard will be installed to prevent general cars from using this exit.

9. The plans have been updated to further clarify this by the removal of historic indicative turn arrows on Restwell Road.

10. This issue can be resolved as a consent condition requiring details of access and parking to be approved prior to Construction Certification.

9(c) The locations and dimensions of the proposed motorcycle and bicycle parking spaces within the site have not been provided and are required.

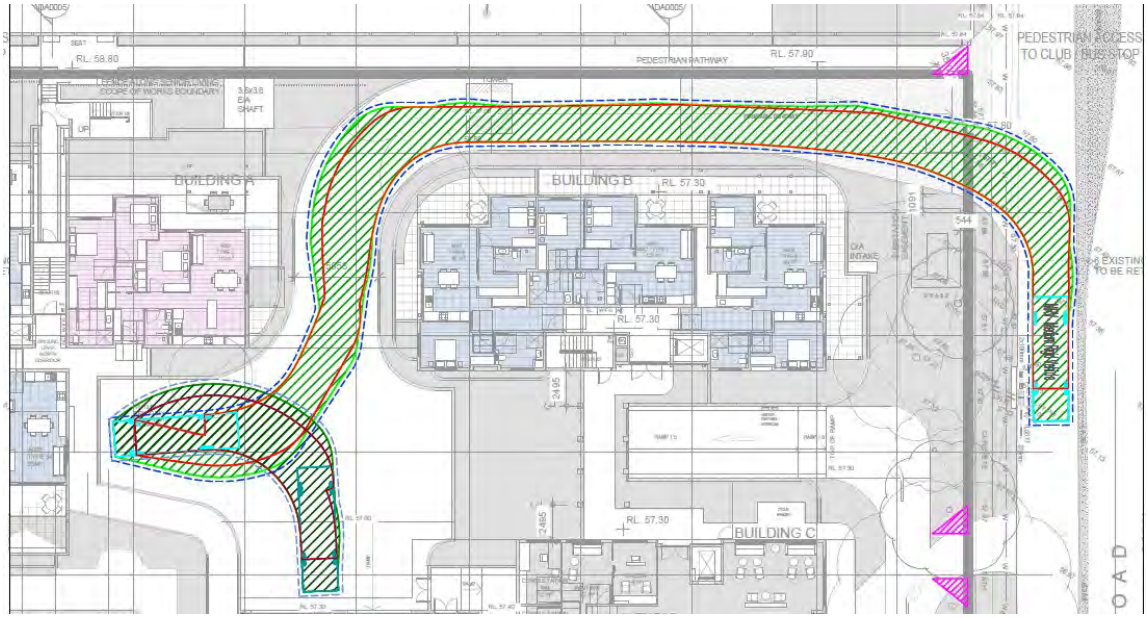
11. Council DCP and SEPP Seniors Housing do not stipulate bicycle and motorcycle parking rates for ILU developments.

12. Notwithstanding this, 8 bicycle spaces will be provided on the ground floor and 4 motorcycle spaces will be provided in the car park.

13. The provision of these spaces could be included as a consent condition.

9(d) The traffic impact assessment report states that a loading area is proposed on the ground floor area to service the proposed development. Access to the loading area will be via a 9.1 metre wide 2-way driveway off Restwell Road. Based on the submitted swept path diagram, it appears that a 10.5 metre waste truck turning into the site from Restwell Road will encroach in the path of oncoming traffic. Concern is also raised in relation to the proposed centre line markings at/near the entry/exit driveway off Restwell Road as larger vehicles will have to cross the centre lines when turning left from Restwell Road into the site. Sufficient information has not been submitted to address these issues of concern.

14. The loading area is now provided separately which addresses most of these issues.



15. The site will be served primarily by SRVs and Councils garbage truck. An 8.8m MRV may come to the site but as a Council 10.4m garbage truck can be accommodated, the 8.8m MRV would also be able to use the loading area.

16. In terms of loading docks, the only vehicle needing a dock would be the SRV. The clearance height in the dock of 3.5m would allow an SRV to unload but not typical MRV's. If they did travel to the site, they could unload in the loading area and there is room for them to turn around, but they wouldn't be able to use the dock. In this way their operation would be similar to the garbage truck.

17. Whilst a detailed Loading Dock Management Plan can be conditioned and prepared at a later stage, the following standard procedures which would be included in the plan are listed below:

    - The loading dock will be managed by a designated Loading Dock/Building Manager
    - Access shall be granted only to vehicles that have scheduled a booking with the Loading Dock/Building Manager
    - All deliveries are required to make a booking for a time slot with the Loading Dock/Building Manager using the agreed booking system prior to the use of the loading dock
    - Residential waste is expected to be collected between 5am-11am. All other deliveries are to be scheduled outside of the waste collection period.
    - The loading dock is proposed to accommodate only one truck at a time.

9(e) A Loading Management Plan has not been submitted to identify the number and type of vehicles that will be serving the site, how potential conflicts between truck movements and cars/pedestrians will be managed, how arrival/departure of service vehicles will be managed by site personnel or loading dock manager, how truck movements will be minimised and/or restricted during peak periods, proposed installation of signage regarding servicing arrangements on site, and/or any warning signals to alert motorists and/or pedestrians when trucks are using the area without unacceptable impact on the amenity of residential dwellings.

18. The loading dock is now separate from the ILU car park so many of the concerns are addressed.

19. A consent condition can be imposed requiring a Loading Dock Management Plan be submitted and approved by Council/ principal certifier prior to Occupation Certification. The condition could also limit the loading dock to access by a Medium Rigid Vehicle (other than Council's garbage truck).

20. As stated above in Paragraph 17, the Loading Dock Management Plan will incorporate a number of principles/standard procedures

9(f) The traffic assessment report states that car parking surveys were undertaken at the Club between Friday 20 October and Saturday 21 October 2017. The data collected for the purposes of the assessment report may not be reflective of current and existing parking demand given the age of these surveys. An up-to-date and more

recent parking survey is required to accurately demonstrate parking availability within the subject site.

21. Given COVID restrictions/events, it is unlikely that any parking survey undertaken in 2020-2022 would be a good representation of typical conditions. The club has provided information below about the membership of the club which confirms that in late 2017 it was close to its peak membership (2018 was 5.6% higher). TTPP believes therefore that the parking count data is robust, and the traffic counts were factored up from 2017 to 2021 for analysis using TfNSW traffic growth rates.

22. The Club's annual report recorded the number of members from 2016-2021

Year	No. of members	Comments
2021	25,859	As of 30 September 2021,
2020	34,880	
2019	43,698	
2018	47,217	
2017	44,709	
2016	41,723	

23. The information provided is therefore robust and my belief is that the contention has been addressed.

9(g) It is noted that a significant number of parking spaces will be demolished and unavailable during the construction phase of the development however the proposed at grade carpark within the south-west of the Club site will be constructed prior to the works commencing to accommodate parking demand. A parking and construction plan has not been submitted to address how parking will be provided without unacceptable impacts on the surrounding residential locality when parking is reduced on site during the construction phase to accommodate continued Club operations on site as well as construction vehicles and construction workers employed at the site during the construction phase.

24. The submission of a Construction Traffic Management Plan prior to the issue of a Construction Traffic Management Plan can be incorporated into the conditions of any development consent.

25. However, it is a reasonable question to ask what will happen to the parking that it lost during construction.

26. The greatest parking need is due to annual functions when overflow parking can be achieved on training field 3, next to the tennis courts. It is noted that the construction of the ILU will not start until the additional on grade parking of 219 spaces are completed for use.

9(h) Inadequate information has been submitted on the architectural plans demonstrating the proposed 24 disabled parking spaces and shared areas within car park level 1.

SC View

27. In order to comply with AS2890.6:2009, each accessible space will need 2.4m wide space with 2.4m wide shared area. However, advice from the accessibility consultant was that either 3.2m wide parking spaces (based on the AS2890.1-1993 which was applicable at the time of the SEPP) or AS2890.6 (which is 2.4m x 2.4m shared zone) could be provided.

28. The accessible parking spaces were therefore proposed to be 3.2m in width with at least 5% provided as 3.8m or which enable the width of the spaces to be increased to 3.8m.

29. Whilst KH is of the view that 3.2m spaces with 5% at 3.8m wide is an acceptable performance solution which has been approved at other similar sites, the design has now been amended to provide all spaces in compliance with AS2890.6 (see extract below) as requested by Council. This contention has been addressed.

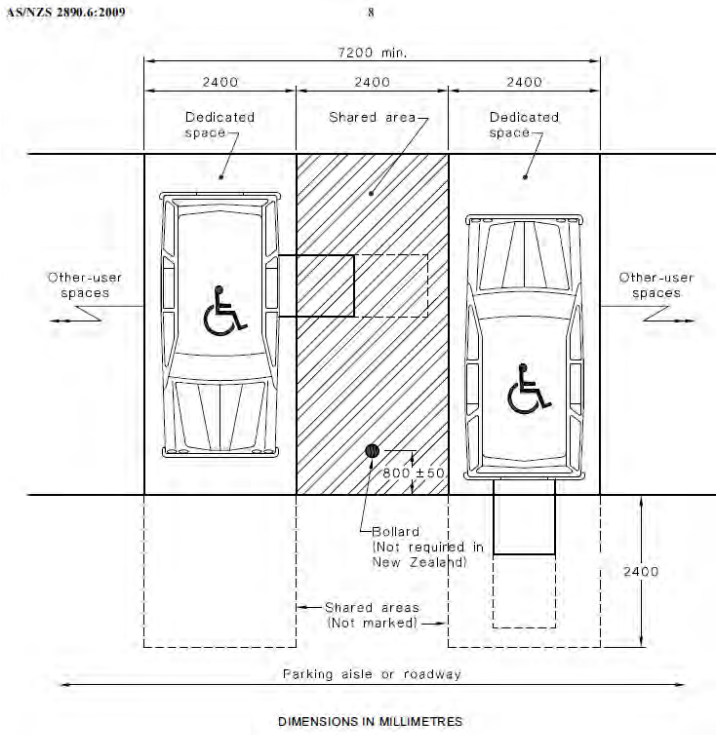


FIGURE 2.3 EXAMPLE OF TWO PARKING SPACES WITH A COMMON SHARED AREA—DIMENSIONS FOR AUSTRALIA ONLY*

9(i) Longitudinal sections of ramps/access indicating levels, grades, and horizontal distances to and from various levels (ground floor, level 1, and level 2) of the carpark has not been provided on the architectural plans. Details of the largest vehicles that the ramps are proposed to accommodate has not be submitted.

SC View

30. The largest vehicle expected to use the car parking levels is B99 vehicle as per AS2890.1. TTPP has reviewed the architects' layouts and sections and confirm that the ramps accord with AS2890.1.

31. The longest vehicle to use the service dock is council's garbage truck and TTPP has reviewed the architects' layouts and sections and confirm that the ramps accord with AS2890.2.

9(j) Concern is raised with respect to the location of the proposed service bay at ground level. As the service bay is located adjacent to the access ramp to the upper floor carpark, potential conflicts between vehicle movements and sight distances have not been adequately addressed.

32. As explained earlier in the letter, the loading dock has now been redesigned and the driveway location does not now conflict with the exit from the porte-cochere as the porte-cochere now exits onto the car park ramp and all vehicles will now pass through the car park and leave at the roundabout.

9(k) The dimensions of the service bay to accommodate the service vehicles (10.5 metre truck, 6.4 metre small rigid vehicle etc.) have not been provided. Details of compliance with Table 4.1 of AS/NZS 28980.1:2004 have not been provided demonstrating that these provisions have been met.

33. I am instructed that the site will be served primarily by SRVs and Councils garbage truck. An 8.8m MRV may come to the site but as a Council 10.4m garbage truck can be accommodated, the 8.8m MRV would also be able to use the loading area.

34. In terms of loading docks, the only vehicle needing a dock would be the SRV. The clearance height in the dock of 3.5m would allow an SRV to unload but not typical MRV's. If they did travel to the site, they could unload in the lading area and there is room for them to turn around but they wouldn't be able to use the dock. In this way their operation would be similar to a garbage truck.

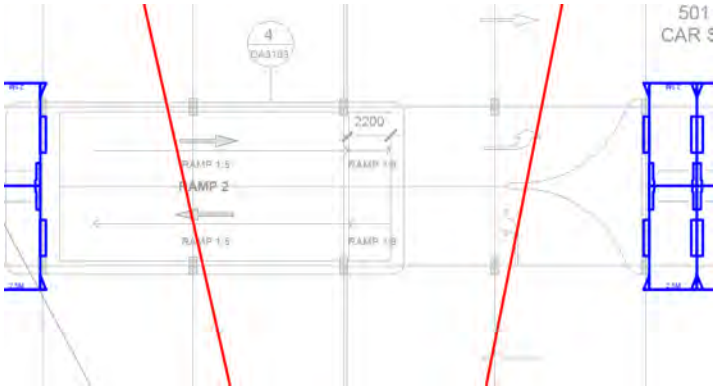
35. Whilst a detailed Loading Dock Management Plan will be prepared at a later stage, the following standard procedures are provided below:

- The loading dock will be managed by a designated Loading Dock/Building Manager
- access shall be granted only to vehicles that have scheduled a booking with the Loading Dock/Building Manager
- all deliveries are required to make a booking for a time slot with the Loading Dock/Building Manager using the agreed booking system prior to the use of the loading dock
- residential waste is expected to be collected between 5am-11am. All other deliveries are to be scheduled outside of the waste collection period.
- The loading dock is proposed to accommodate only one truck at a time.

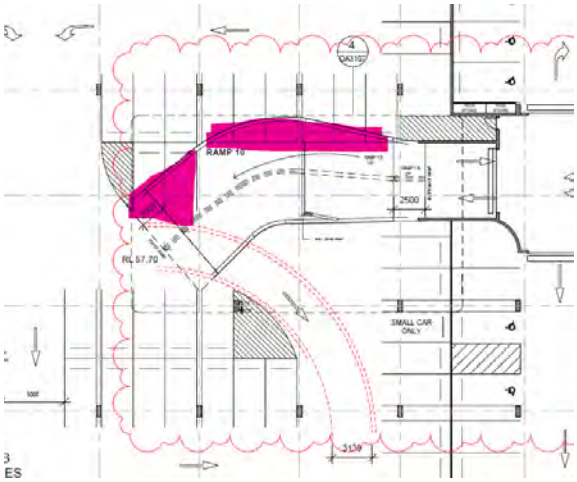
36. A consent condition can be imposed requiring a Loading Dock Management Plan be submitted and approved by Council/ principal certifier prior to Occupation Certification. This condition can also limit the loading dock to access by a Medium Rigid Vehicle (other than Council's garbage truck).

9(l) Details of the intersection areas within the proposed development at ground floor, level 1 and 2 of the car park have not been provided to demonstrate that adequate 2-way traffic movements have been provided. Swept path analysis to demonstrate the above requirements have been met are required.

37. The Applicant has noted Councils comments and had introduced the arrangements as shown below to ensure that two-way flow occurs in the intersection areas.



38. With regard to ramp 10, there was on the previous plans an encroachment to parking spaces shown on CP Level -1 Plan as shown below.



39. The plans have therefore been updated to resolve this issue.

9(m) Concern is raised regarding the exit point of the drop-off bay at the ground floor of the development where motorist exiting the drop off bay have to give way to conflicting traffic movements and pedestrians crossing at the entry/exit driveway. No details have been submitted to this issue.

40. As stated earlier, the Porte cochere now exits via the car park ramp so this conflict no longer exists. There are no motorists entering the ramp from Restwell Road, they will enter from the Porte Cochere.

41. A consent condition can be imposed requiring details to be approved by Council prior to Construction Certification.

9(n) Concern is raised in regard to the columns proposed outside of the line markings of the parking bays. Line markings shall be installed to delineate the area of the carriageway from the parking areas. Details have not been provided to address this matter.

42. The original architectural plan DA1001 (car park level-1 plan) showed columns which are conflicting with the parking spaces. These plans have been updated accordingly.

43. There are some minor non compliances in relation to column positions, but a consent condition can be imposed requiring details to be approved by Council prior to Construction Certification.

Additional Issue

44. In order to address a number of the urban design and planning issues, a scheme has been developed which will result in the loss of 177 club parking spaces.

45. A review of the existing parking has been undertaken and there are currently 1,681 parking spaces provided at the club as described below.

	Parking Restriction	Parking Supply
At-Grade Car Park	Vice President	2
	President	1
	Director	6
	Restricted	27
	Unrestricted	139
	Chief Operator	1
	Chief Executive	1
	Reserved (GYM)	18
	Disable Parking	23
	Unrestricted	308
	Disable Parking	12
	Unrestricted	578
Basement Car Park	Unrestricted	500
	Reserved	65
Total Car Parking Supply		**1,681**

46. The submitted traffic report undertook car parking survey counts at the Club on 6.30am-12 midnight Friday, 20 October 2017 and 6.30am-12 midnight Saturday, 21 October 2017. This is when the club was operating close to its peak. The at-grade car park comprised 1,116 spaces. The survey revealed

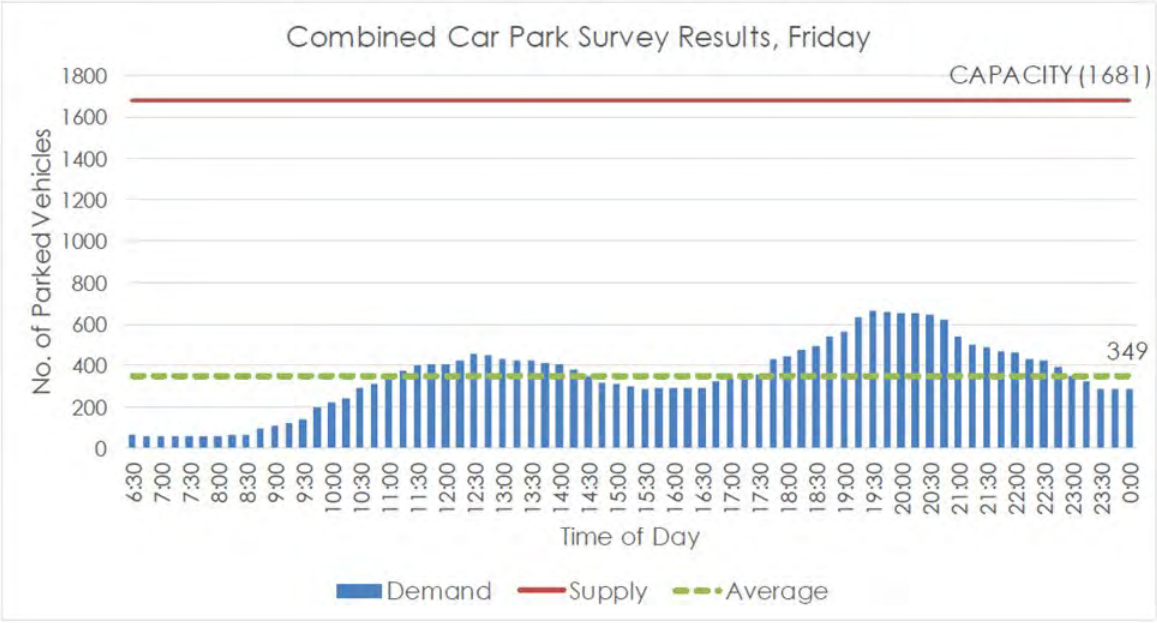
The Friday parking survey results indicate the following:

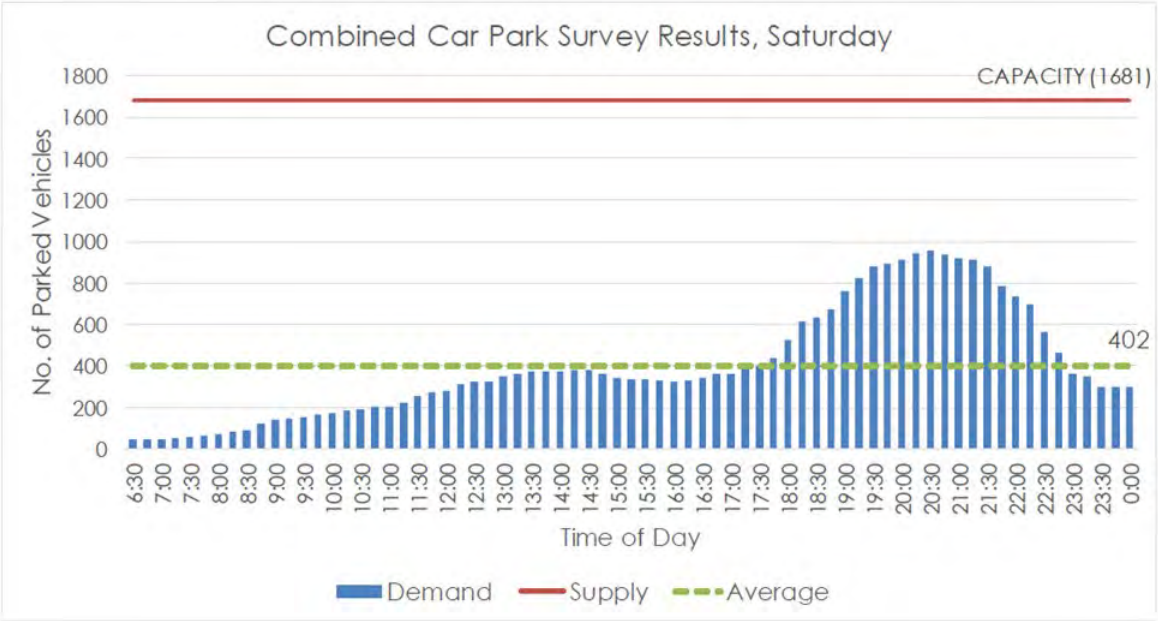
- peak parking accumulation for the at-grade car park on a Friday of 604 parked vehicles occurred at 7:30pm, which is only 54% of its capacity (512 remaining vacancies)
- peak parking accumulation for the basement car park on a Friday of 58 parked vehicles occurred at 7:30pm, which is only 10% of its capacity (507 remaining vacancies)
- peak parking accumulation for the combined car parks on a Friday of 662 parked vehicles occurred at 7:30pm, which is only 39% of its capacity (1,019 remaining vacancies).

The Saturday parking survey results indicate the following:

- peak parking accumulation for the at-grade car park on a Saturday of 860 parked vehicles occurred at 8:30pm, which is only 77% of its capacity (256 remaining vacancies)
- peak parking accumulation for the basement car park on a Saturday of 99 parked vehicles occurred at 8:30pm, which is only 18% of its capacity (466 remaining vacancies)
- peak parking accumulation for the combined car parks on a Saturday of 959 parked vehicles occurred at 8:30pm, which is only 57% of its capacity (722 remaining vacancies).

47. The results of the survey are shown graphically below





48. Based upon this snapshot, there would always be at least 256 spaces left free on the at grade club car park and at which time there were also 466 spaces available in the basement car park. Consequently, a loss of 177 spaces would not be a significant problem.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



Ken Hollyoak
Director

Attachment One

Swept Paths of Architectural Layouts

NOTE:
PROVIDE THE FOLLOWING MINIMUM HEADROOM CLEARANCES IN ACCORDANCE TO AS2890.1, AS2890.2 AND AS2890.6:

- ABOVE LOADING AREA AND AREAS ACCESSIBLE BY SERVICE TRUCKS - 4.5m
- ABOVE DISABLED CAR SPACES AND SHARED AREA - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m

6200mm
5130mm
3900mm
6260mm
3750mm
6000mm
5130mm
6200mm
6000mm
5130mm
6200mm
6200mm
3900mm
3900mm

2500mm
2000mm
2500mm
2000mm
2000mm

ENSURE SIGHT TRIANGLE IS CLEAR OF ANY OBSTRUCTIONS TO ENSURE PEDESTRIAN SAFETY

CLUB CAR PARK ENTRY
STADIUM ENTRY PLAZA
128 CLUB PARKING STRUCTURE
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
ALLIED HEALTH
CLUB EXIT
CLUB ENTRY
PEDESTRIAN ACCESS TO CLUB BUS STOP
RESTWELL ROAD
LANDSCAPING BUFFER ZONE
PLANTER

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	20/01/22

ttpp transport planning

PROJECT
121 PRAIRIE VALE ROAD, BOSSLEY PARK

TITLE
CAR PARK COMPLIANCE REVIEW
GROUND LEVEL

DWG No. 20384CAD025
FIGURE 1

DATE STAMP
20 JANUARY 2022

PROJECT No. 20384

SCALE 1:500 @A3

REV. A

By: Admin
Date: 20 January 2022
Filename: 20384CAD025-220120-CAR PARK REVIEW.dwg

NOTE:
PROVIDE THE FOLLOWING MINIMUM HEADROOM CLEARANCES IN ACCORDANCE TO AS2890.1, AS2890.2 AND AS2890.6:

- ABOVE LOADING AREA AND AREAS ACCESSIBLE BY SERVICE TRUCKS - 4.5m
- ABOVE DISABLED CAR SPACES AND SHARED AREA - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m

RELOCATE COLUMNS & OBSTRUCTIONS TO AVOID CAR PARKING SPACE ENVELOPES

174 CLUB CAR SPACES

301.67 m

100.68 m

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	20/01/22

ttpp transport planning

PROJECT
121 PRAIRIE VALE ROAD, BOSSLEY PARK

TITLE
CAR PARK COMPLIANCE REVIEW
BASEMENT LEVEL 1

DWG No. 20384CAD025
FIGURE 2

DATE STAMP 20 JANUARY 2022

PROJECT No. 20384 | SCALE 1:500 @A3 | REV. A

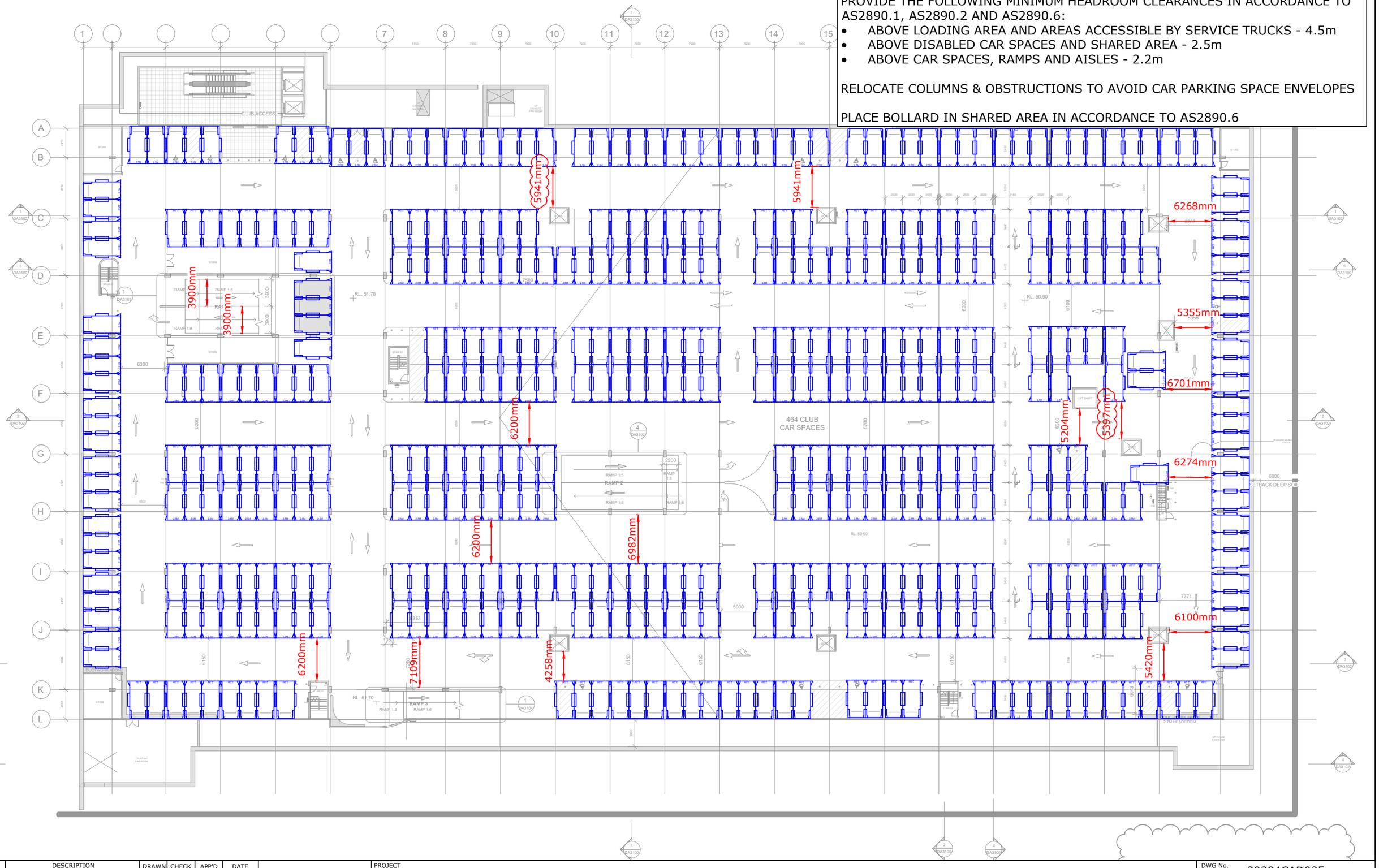
By: Admin
Date: 20 January 2022
Filename: 20384CAD025-220120-CAR PARK REVIEW.dwg

NOTE:
PROVIDE THE FOLLOWING MINIMUM HEADROOM CLEARANCES IN ACCORDANCE TO AS2890.1, AS2890.2 AND AS2890.6:

- ABOVE LOADING AREA AND AREAS ACCESSIBLE BY SERVICE TRUCKS - 4.5m
- ABOVE DISABLED CAR SPACES AND SHARED AREA - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m

RELOCATE COLUMNS & OBSTRUCTIONS TO AVOID CAR PARKING SPACE ENVELOPES

PLACE BOLLARD IN SHARED AREA IN ACCORDANCE TO AS2890.6



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	20/01/22

ttpp transport planning

PROJECT
121 PRAIRIE VALE ROAD, BOSSLEY PARK

TITLE
CAR PARK COMPLIANCE REVIEW
BASEMENT LEVEL 2

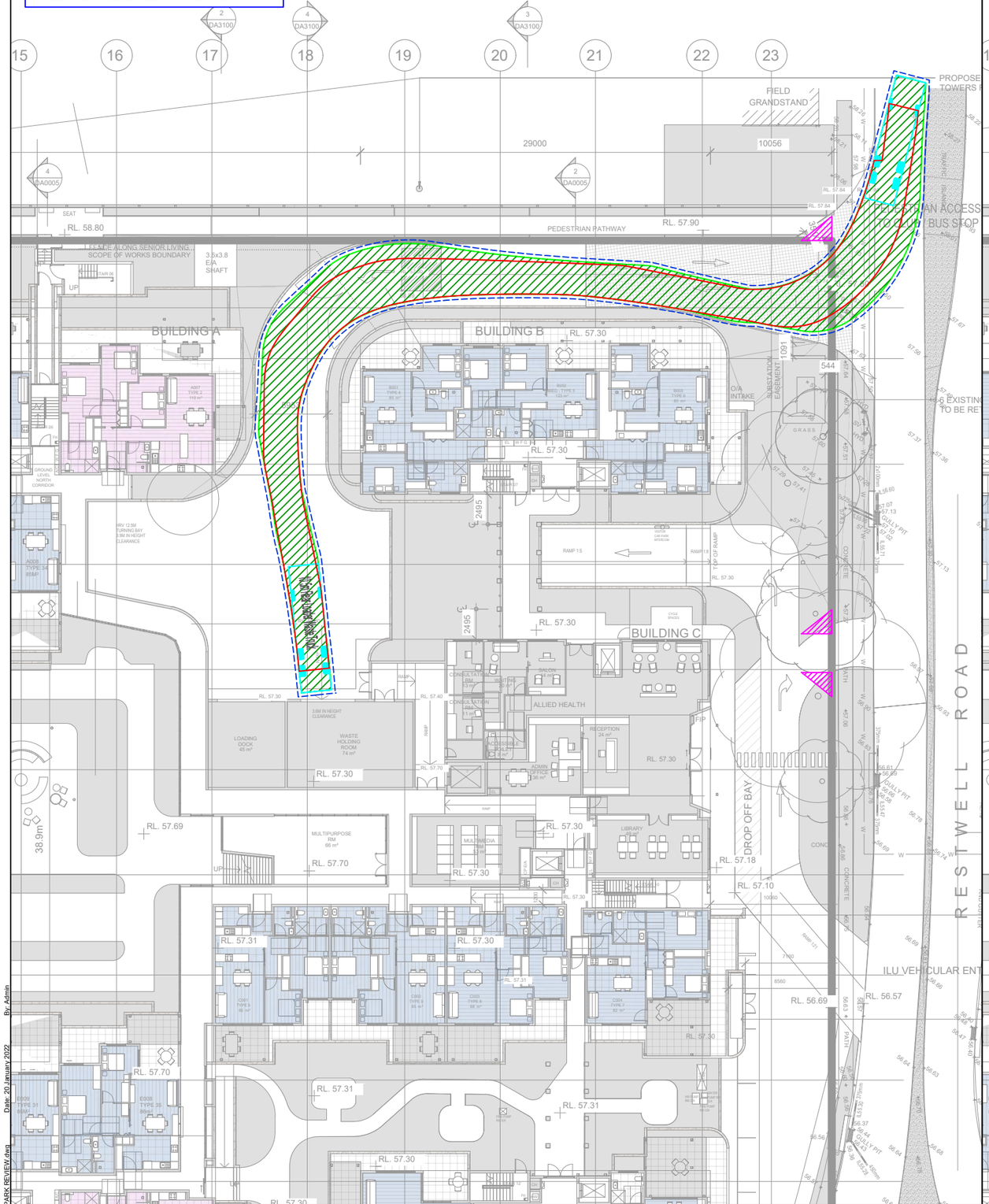
DWG No. 20384CAD025
FIGURE 3

DATE STAMP 20 JANUARY 2022

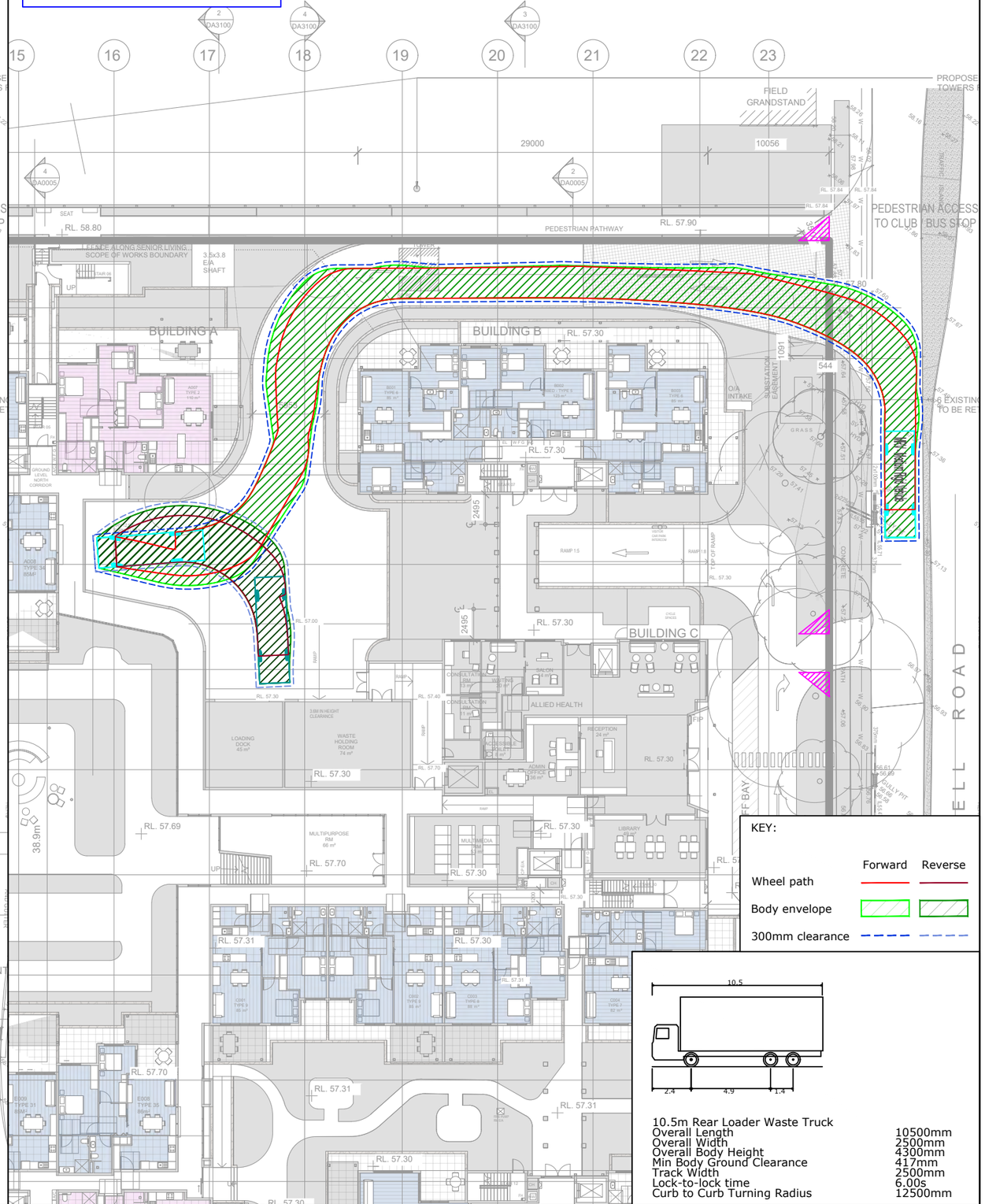
PROJECT No. 20384 | SCALE 1:500 @A3 | REV. A

Filename: 20384CAD025-220120-CAR PARK REVIEW.dwg Date: 20 January 2022 By: Admin

VEHICLE ENTERING



VEHICLE EXITING



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

10.5m Rear Loader Waste Truck	
Overall Length	10500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	20/01/22

ttpp transport planning

PROJECT

121 PRAIRIE VALE ROAD, BOSSLEY PARK

TITLE

SWEPT PATH ANALYSIS - ILU LOADING DOCK
10.5m REAR-LOADER WASTE TRUCK

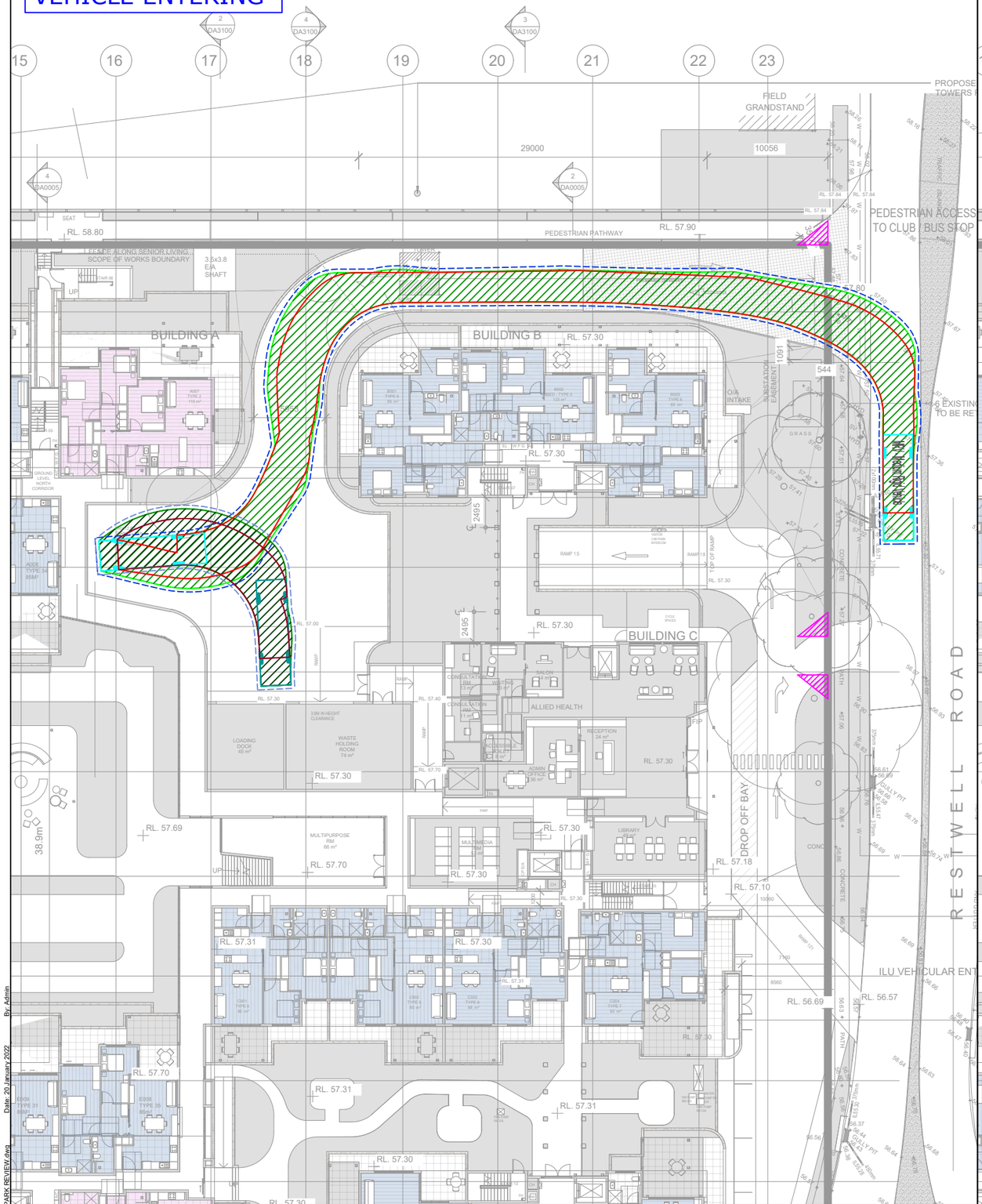
DWG No. 20384CAD025
FIGURE 5

DATE STAMP 20 JANUARY 2022

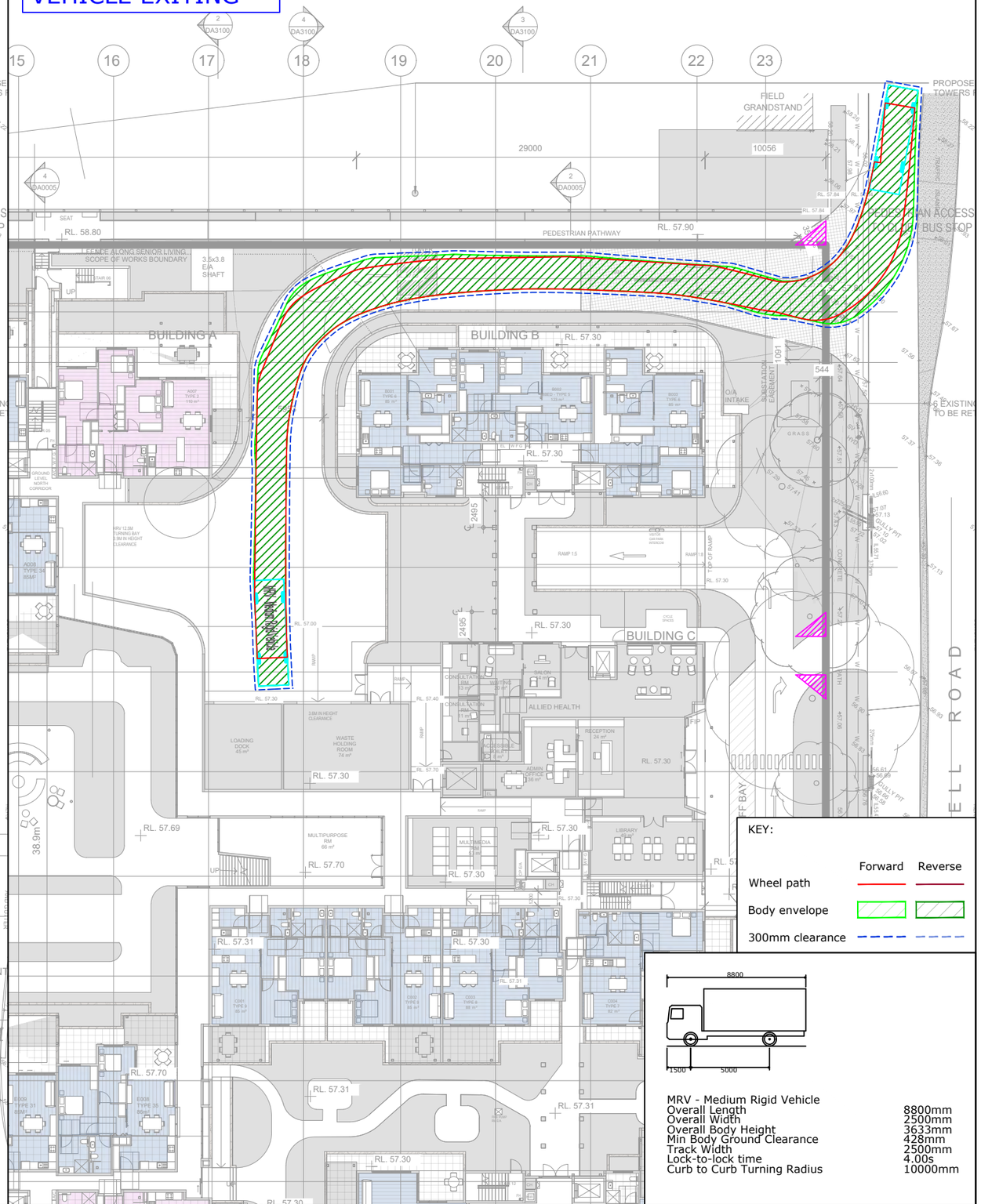
PROJECT No.	SCALE	REV.
20384	1:400 @A3	A

Filename: 20384CAD025-220120-CAR PARK REVIEW.dwg Date: 20 January 2022 By: Admin

VEHICLE ENTERING



VEHICLE EXITING



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

MRV - Medium Rigid Vehicle

Overall Length	8800mm
Overall Width	2500mm
Overall Body Height	3633mm
Min Body Ground Clearance	428mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10000mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	20/01/22

ttpp transport planning

PROJECT

121 PRAIRIE VALE ROAD, BOSSLEY PARK

TITLE

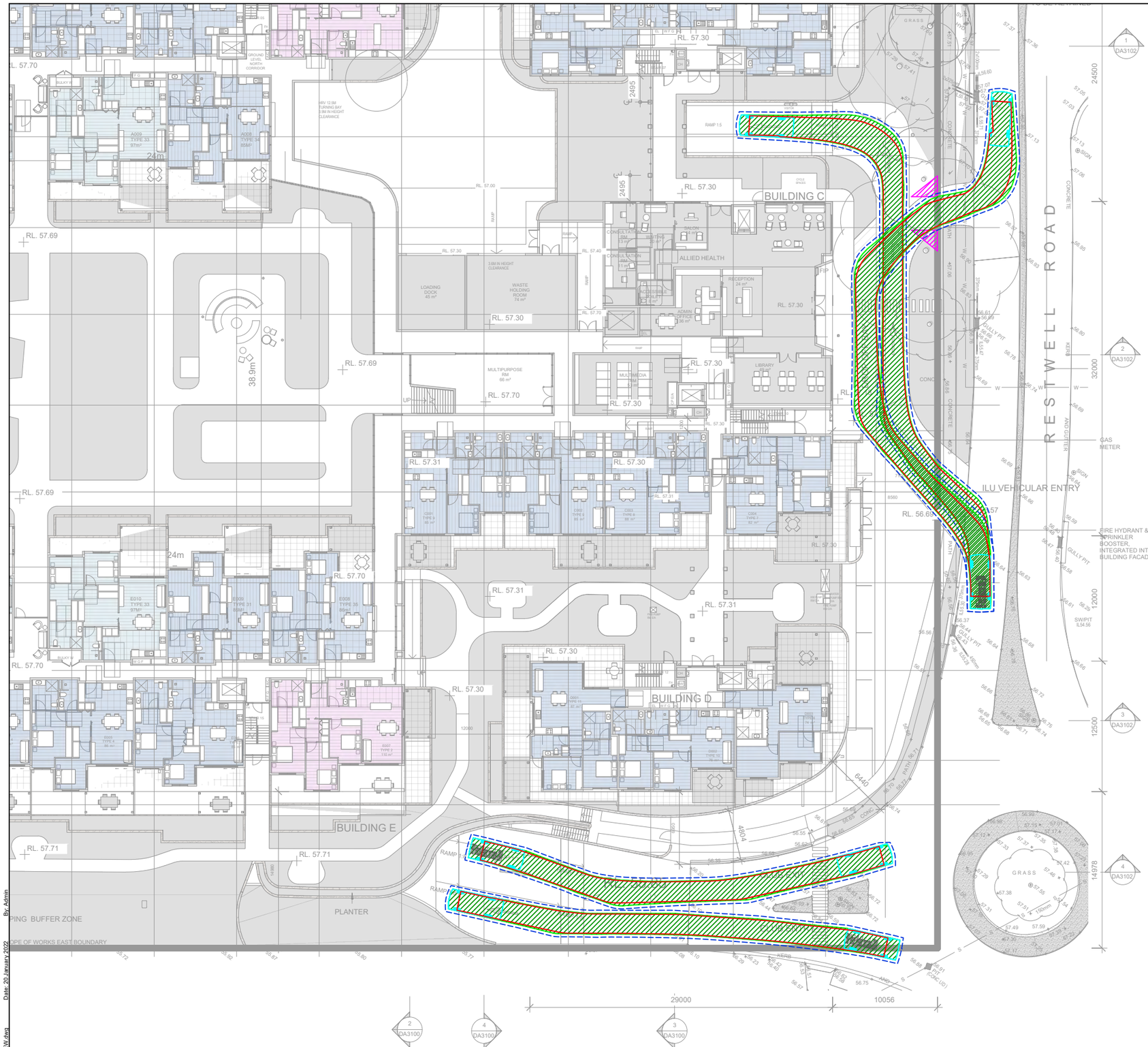
SWEPT PATH ANALYSIS - ILU LOADING DOCK
AS2890.2 8.8m MEDIUM RIGID VEHICLE

DWG No. 20384CAD025
FIGURE 6

DATE STAMP 20 JANUARY 2022

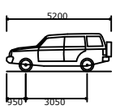
PROJECT No.	SCALE	REV.
20384	1:400 @A3	A

Filename: 20384CAD025-220120-CAR PARK REVIEW.dwg Date: 20 January 2022 By: Admin



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	20/01/22

ttpp transport planning

PROJECT: 121 PRAIRIE VALE ROAD, BOSSLEY PARK

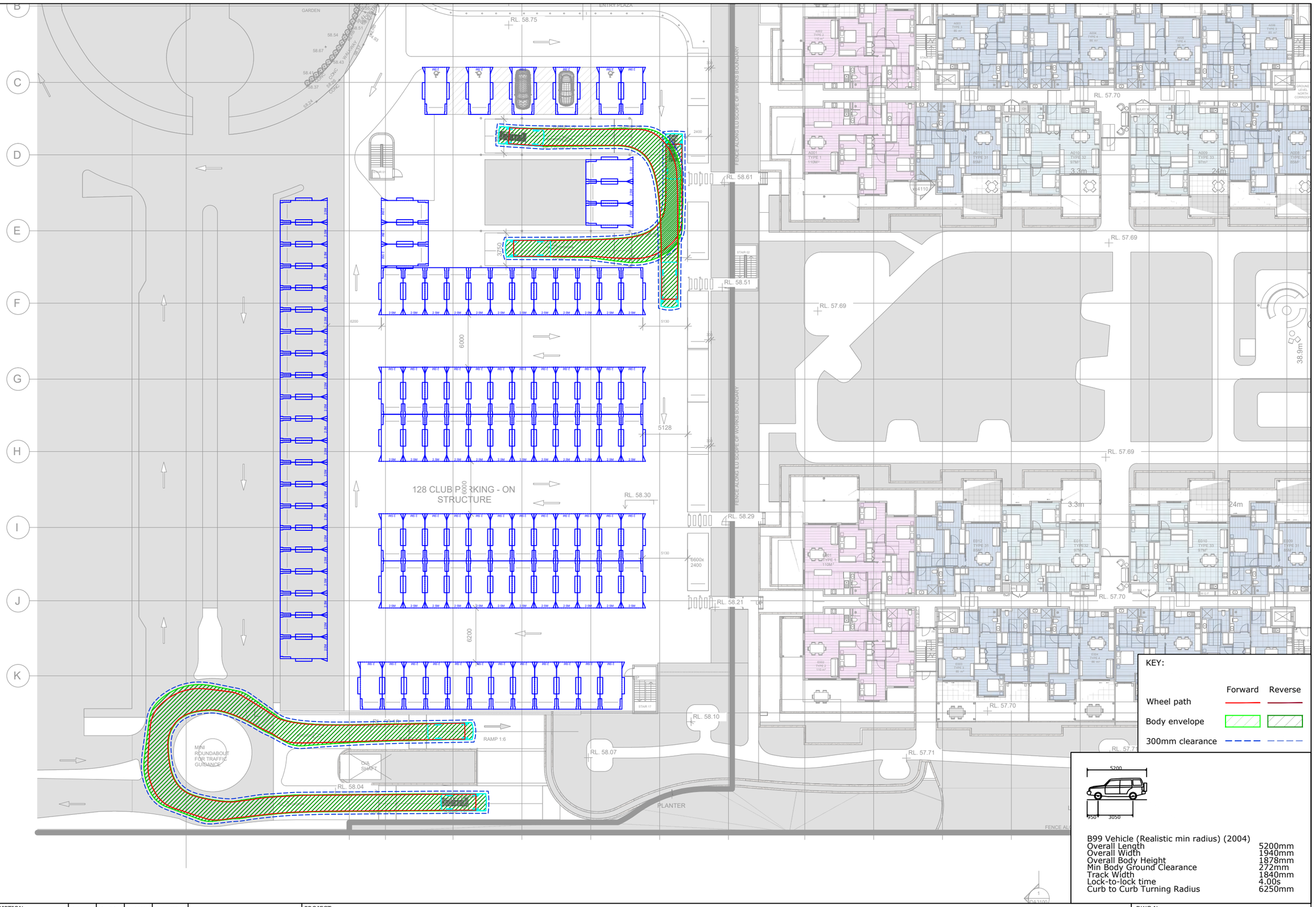
TITLE: SWEPT PATH ANALYSIS - GROUND LEVEL
AS2890.1 5.2m B99 VEHICLE

DWG No. 20384CAD025 FIGURE 7

DATE STAMP: 20 JANUARY 2022

PROJECT No. 20384 | SCALE 1:400 @A3 | REV. A

By: Admin
Date: 20 January 2022
Filename: 20384CAD025-220120-CAR PARK REVIEW.dwg



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	20/01/22

ttpp transport planning

PROJECT

121 PRAIRIE VALE ROAD, BOSSLEY PARK

TITLE

SWEPT PATH ANALYSIS - GROUND LEVEL
AS2890.1 5.2m B99 VEHICLE

DWG No. 20384CAD025
FIGURE 8

DATE STAMP 20 JANUARY 2022

PROJECT No.	SCALE	REV.
20384	1:400 @A3	A

Filename: 20384CAD025-220120-CAR PARK REVIEW.dwg Date: 20 January 2022 By: Admin

VEHICLE ENTERING

VEHICLE EXITING

STADIUM ENTRY PLAZA

RL. 58.78

RL. 58.75

RL. 58.61

RL. 58.55

RL. 58.51

RL. 57.69

RL. 58.30

RL. 58.29

RL. 58.21

RAMP 1:5

RAMP 1:8

UP FROM LVL 1 CP

DOWN TO LVL 1 CP

3900

3750

6000

6200

5128

FENCE ALONG ILU SCOPE OF WORKS BOUNDARY

128 CLUB PARKING - ON STRUCTURE

STAIR 01

STAIR 02

A001 TYPE 1 110M²

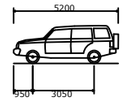
A002 TYPE 2 110 m²

E001 TYPE 1 110M²

E002 TYPE 2

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	20/01/22

ttpp transport planning

PROJECT

121 PRAIRIE VALE ROAD, BOSSLEY PARK

TITLE

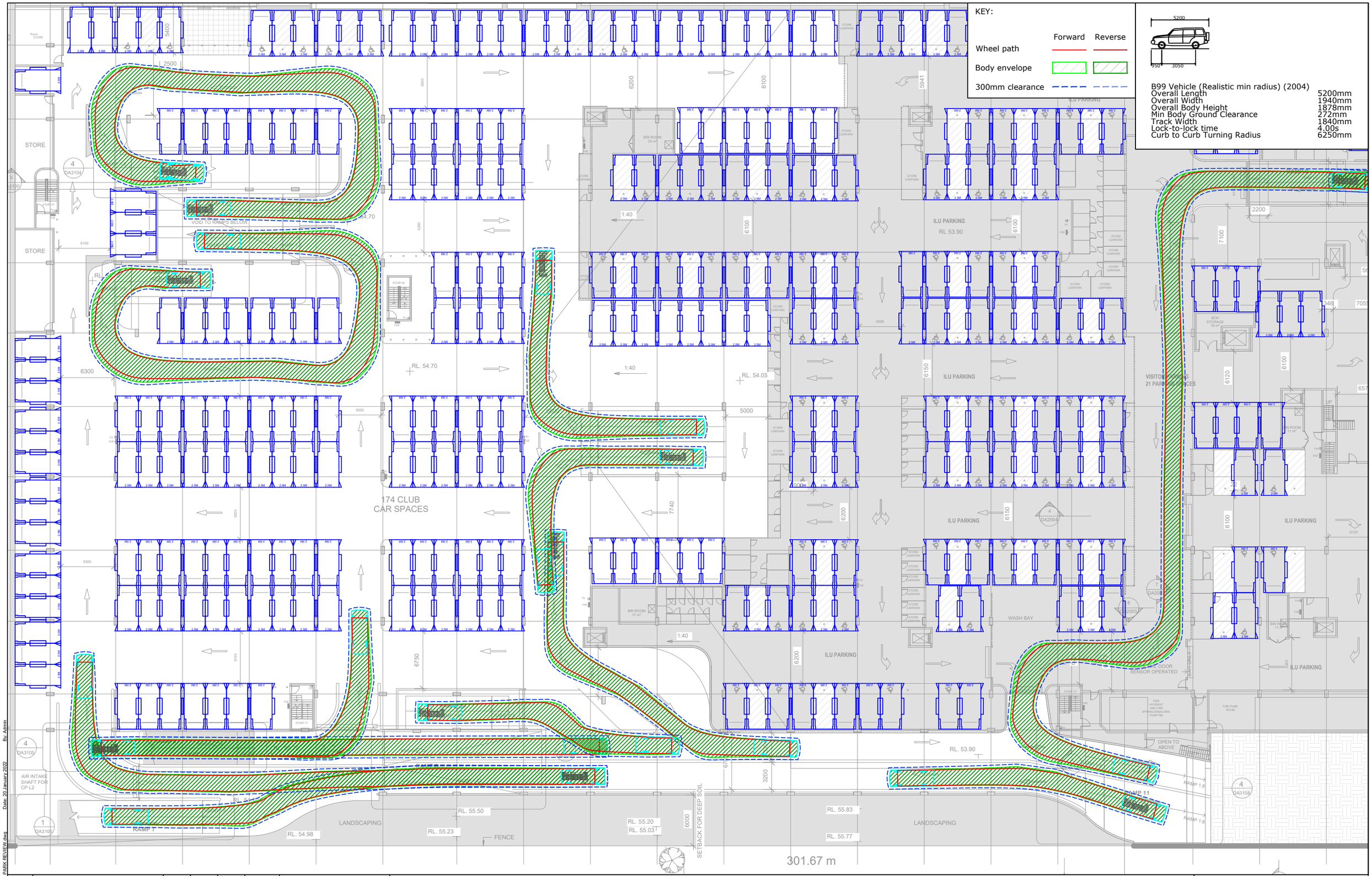
SWEPT PATH ANALYSIS - GROUND LEVEL
AS2890.1 5.2m B99 VEHICLE

DWG No. 20384CAD025 FIGURE 9

DATE STAMP 20 JANUARY 2022

PROJECT No.	SCALE	REV.
20384	1:300 @A3	A

Filename: 20384CAD025-220120-CAR PARK REVIEW.dwg Date: 20 January 2022 By: Admin



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	20/01/22

ttpp transport planning

PROJECT
121 PRAIRIE VALE ROAD, BOSSLEY PARK

TITLE
SWEPT PATH ANALYSIS - BASEMENT LEVEL 1
AS2890.1 5.2m B99 VEHICLE

DWG No. 20384CAD025
FIGURE 10

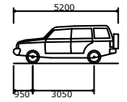
DATE STAMP 20 JANUARY 2022

PROJECT No. 20384 | SCALE 1:400 @A3 | REV. A

Filename: 20384CAD025-220120-CAR PARK REVIEW.dwg Date: 20 January 2022 By: Admin

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

CLUB ACCESS

RAMP 1

RAMP 2

RL. 50.90

464 CLUB CAR SPACES

2.7M HEADROOM

By: Admin

Date: 20 January 2022

Filename: 20384CAD025-220120-CAR PARK REVIEW.dwg

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	20/01/22

ttpp transport planning

PROJECT

121 PRAIRIE VALE ROAD, BOSSLEY PARK

TITLE

SWEPT PATH ANALYSIS - BASEMENT LEVEL 2
AS2890.1 5.2m B99 VEHICLE

DWG No. 20384CAD025
FIGURE 11

DATE STAMP 20 JANUARY 2022

PROJECT No.	SCALE	REV.
20384	1:400 @A3	A

Morris Goding
Access Consulting

Sam Restifa
Restifa & Partners Pty Ltd
Suite 34, 330 Wattle Street
Ultimo NSW 2007

18 January 2022

Dear Sam,

RE: CLUB MARCONI – RESIDENTIAL DEVELOPMENT – COUNCIL CONTENTIONS RESPONSE

Further to your request MGAC have reviewed the relevant Council Contentions requiring our response, namely:

1. Contention 9(a) – pedestrian refuge, and
2. Contention 9(h) – design of ILU parking

Each of the above will be analysed in turn.

1. Pedestrian Refugee

The original design proposed a new pedestrian refuge on Prairie Vale Road, directly between existing bus stops, in an effort to reduce overall travel distances. Following review by the traffic consultant it was determined that the proposal for the refuge in this location was problematic on a number of grounds. Therefore in lieu of a new refuge it was considered that a nearby existing refuge can meet the project requirements.

The project requirements in this regard originate from State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004. The relevant sections pertaining to this issue are repeated below.

> ***26 Location and access to facilities***
>
> ***(1) A consent authority must not consent to a development application made pursuant to this Chapter unless the consent authority is satisfied, by written evidence, that residents of the proposed development will have access that complies with subclause (2) to:***
>
> ***(a) shops, bank service providers and other retail and commercial services that residents may reasonably require, and***
>
> ***(b) community services and recreation facilities, and***
>
> ***(c) the practice of a general medical practitioner.***
>
> ***(2) Access complies with this clause if:***
>
> ***(a) the facilities and services referred to in subclause (1) are located at a distance of not more than 400 metres from the site of the proposed development that is a distance accessible by means of a suitable access pathway and the overall average gradient for the pathway is no more than 1:14, although the following gradients along the pathway are also acceptable:***

(i) a gradient of no more than 1:12 for slopes for a maximum of 15 metres at a time,

(ii) a gradient of no more than 1:10 for a maximum length of 5 metres at a time,

(iii) a gradient of no more than 1:8 for distances of no more than 1.5 metres at a time, or

(b) in the case of a proposed development on land in a local government area within the Sydney Statistical Division – there is a public transport service available to the residents who will occupy the proposed development:

(i) that is located at a distance of not more than 400 metres from the site of the proposed development and the distance is accessible by means of a suitable access pathway, and

(ii) that will take those residents to a place that is located at a distance of not more than 400 metres from the facilities and services referred to in subclause (1), and

(iii) that is available both to and from the proposed development at least once between 8am and 12pm per day and at least once between 12pm and 6pm each day from Monday to Friday (both days inclusive),

and the gradient along the pathway from the site to the public transport services and from the public transport services to the facilities and services referred to in subclause (1)) complies with subclause (3).

(3) For the purposes of subclause (2) (b) and (c), the overall average gradient along a pathway from the site of the proposed development to the public transport services (and from the transport services to the facilities and services referred to in subclause (1)) is to be no more than 1:14, although the following gradients along the pathway are also acceptable—

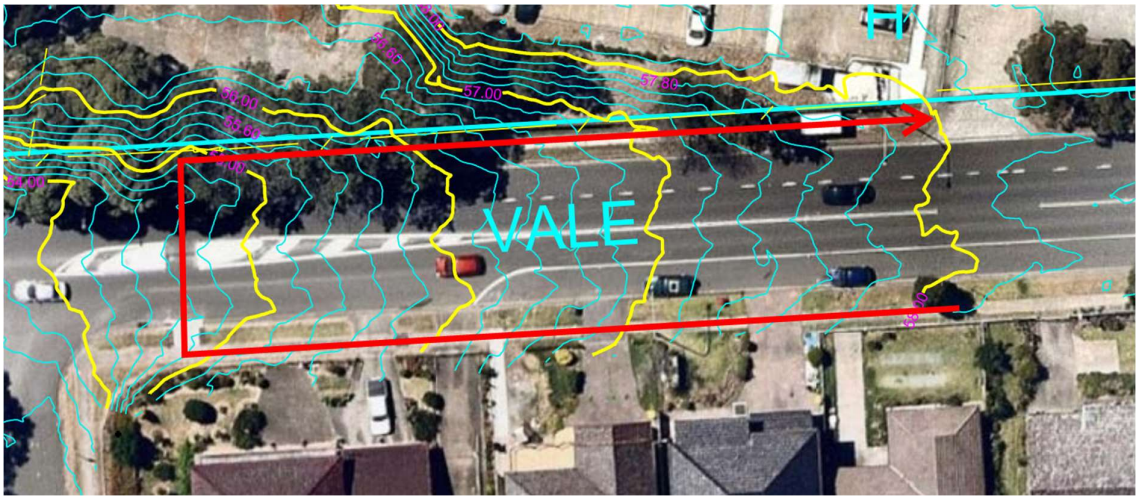
(i) a gradient of no more than 1:12 for slopes for a maximum of 15 metres at a time,

(ii) a gradient of no more than 1:10 for a maximum length of 5 metres at a time,

(iii) a gradient of no more than 1:8 for distances of no more than 1.5 metres at a time.

Upon analysis of the existing conditions the following is noted:

- The path of travel to site from furthest existing bus stop using the existing refuge as a road crossing is as shown in below red arrow overlay on provided cadastral survey



Morris Goding
Access Consulting

- Review of contour levels and travel distance for each segment of the journey confirm **the existing conditions are in compliance with SEPP Cl. 26.3** (Prairie Vale Road south is 3.6m level change over a 68.75m path, or 1:19, i.e. shallower than 1:14; road crossing is generally on the same contour line, therefore near level over a 18m path; Prairie Vale Road north is 3.4m level change over a 67.05m path, or 1:19.7, i.e. shallower than 1:14)
- The aforementioned pathways combine to 153.8m total travel to the site **which is in compliance with SEPP Cl.26.2(b)(i)**.
- It is noted that in some areas the existing surfacing may require repair.

It has been demonstrated in the above analysis that use of the existing pathways and the existing pedestrian refuge road crossing is capable of meeting the project requirements.

2. ILU Parking

Private parking for the ILUs was originally designed as 3.2m wide spaces, with 5% of spaces enlarged to 3.8m width, in compliance with SEPP. The design has now been updated to show all ILU parking generally in accordance with AS/NZS 2890.6:2009, which now satisfies the contention raised by Council.

Yours faithfully,

John Ward



Morris Goding Access Consulting

Morris Goding
Access Consulting
ABN 70 414 330 060

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NSW
QLD
VIC

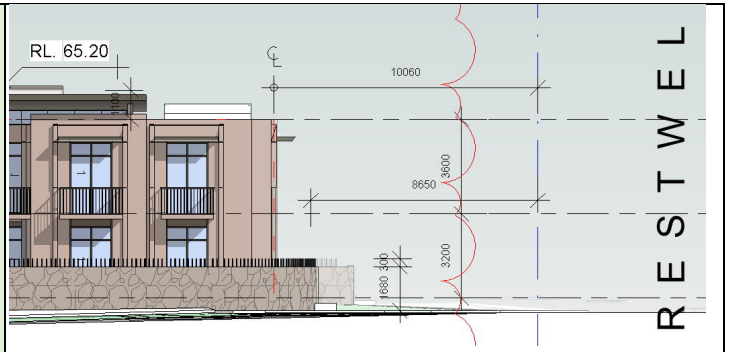
Club Marconi – Independent Living Units 2021
121-133 Prairie Vale Rd, Bossley Park
NSW 2176
Job no. 2020.40

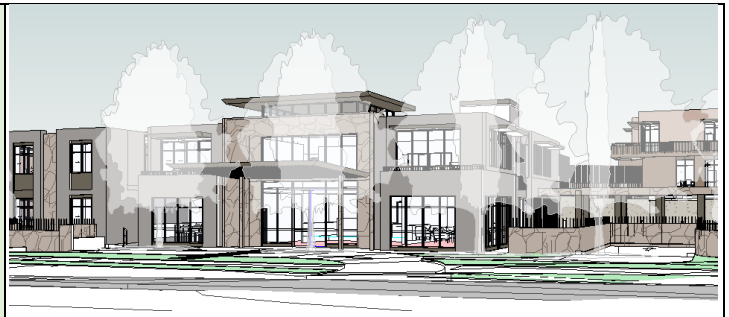
ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
PART2			
2F **BUILDING SEPARATION**	The following minimum setbacks from boundaries are required to provide for adequate separation: **Up to four storeys (approximately 12m):** • 12m between habitable rooms/balconies • 9m between habitable and non-habitable rooms • 6m between non-habitable rooms	Complies.	The proposal development is only 4 stories. Building B, C and D are along Restwell Road, and are 2 stories in height. These building achieve 12m separation. East to West. Building D achieves a side setback of 14.9m. Building B achieves a side setback of 8.5m to a notional scope of works boundary line. This setback varies in places, from 2.5m to 8.8m. Various privacy measures have been put in place as per this compliance table.
PART3			
3A **SITE ANALYSIS**	**Objective 3A-1** Site analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and the relationship to the surrounding context	Complies.	Site capability certificate approval outlined the location of our buildings. Building B,C,D are small in scale and have portions contributing to the streetscape. Build A, E are larger in footprint and scale, as they connect to the internal amenity of the site uses
3B **ORIENTATION**	**Objective 3B-1** Building types and layouts respond to the street and site while optimizing solar access within the development	Complies.	The street frontage is north oriented and so the buildings behind the street frontage are oriented east west to maximise solar access. The buildings facing the street have a clear street address and incorporate direct access to the development.

20 January 2022

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
	Objective 3B-2 Overshadowing of neighbouring properties is minimized during mid-winter	Complies.	Drawings A5000, A5001, A5002, indicates overshadowing on neighbouring proprieties. There is no impact to neighbours. Drawing DA 5002, indicates the amount of shadow cast onto the east adjoining property, the conservation area. Mid-Winter 2pm and 3pm cast additional shadow onto this area. Given the nature of the conservation area, being turf and trees, we see no impact to this area.
3C **PUBLIC DOMAIN INTERFACE**	**Objective 3C-1** Transition between private and public domain is achieved without compromising safety and security.	Complies.	The character of the street scape along Restwell is consistent, with 6-7m front building setback which are landscaped as front yards. The proposal has a 10m front street setback, with deep soil and landscape within this zone. Building D POS is raised 500MM from the footpath street level and the POS wall is setback 6.8m from the street. Building B POS is below the foot path level by 400MM and is the POS wall is setback 8.3m from the street. Façade shutters have been added to this Building, to assist in Privacy.

20 January 2022

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			 Both Building C and D has 6m of landscape between the footpath and POS to assist in privacy. The main entry building provides great opportunity for surveillance along Restwell road. Given the existing structure was a car park, this is a substantial improvement to Restwell road.

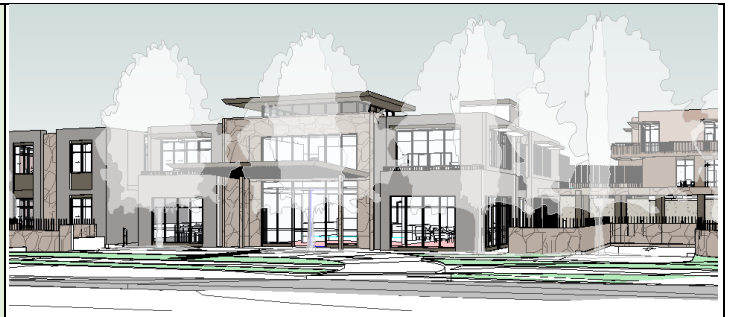
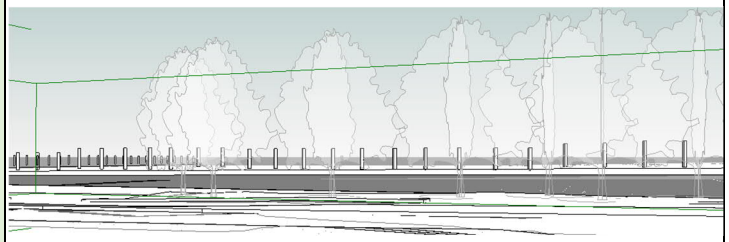
ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			
	Objective 3C-2 Amenity of the public domain is retained and enhanced	Complies	Extensive planting is proposed along Restwell road frontage and existing pathway levels are maintained and addressed through the levels of the entry. As the site adjoins a E2 Zone area to the east, a 6m setback has been proposed to act as a buffer and to provide deep soil between this area and the new development. The landscape podium on the ground floor is proposed as a visual continuation of the conservation area, the built form is setback 14.9m from the E2 boundary. The 6M setback zone has been ramped up, to finish at the FFL on Level 1, so it appears the landscape roles into the E2 zone.

20 January 2022

ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
3D **COMMUNAL AND PUBLIC OPEN SPACE**	**Objective 3D-1** And adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping	1. Communal open space has a minimum area equal to 25% of the site.	Complies	Communal open space has been achieved with 4,423M2 proposed (32%) refer to DA0009 for details.
		2. Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21st June (mid-winter)		DA5000- DA5002 show the proposal achieves 50%direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21st June.
	Objective 3D-2 Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting.		Complies	Please refer to Arcadia Landscape Drawings and report for detail information, however the proposal does have a vast array of options for activities including the following: Roof top BBQ and Communal Open Space Bocce, mini golf, Large Lawn for yoga, gardening areas, Small rooms for gathering, BBQ locations, Pergolas and trees for shade
	Objective 3D-3		Complies	Our Garden apartments all have access to Communal open space for Safety. No part of the proposed public open space has a blind area.

20 January 2022

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
	Communal open space is designed to maximize safety .		We have achieved this through windows, doors opening toward the public open spaces.
	Objective 3D-4 Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood.	Complies	This item is not relevant to our scheme; however, the below 3D view demonstrate how this Proposal provides improved opportunity for: Connection to path and roadways. Active frontage Positive address and clear boundaries from public to private space. Proposed Street 3D looking at Restwell Road.

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			 Existing Street 3D looking at Restwell Road.  Given the existing car park street scape along Restwell road, the proposal provides multiple improvements to the public domain enhancement.

20 January 2022

ITEM	DESIGN CRITERIA		PROPOSED		COMMENT
3E **DEEP SOIL ZONE**	**Objective 3E-1** Deep soil zone provides areas on the site that allows for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality.	Deep soil zones are to meet the following minimum requirements:	Complies		The proposal achieves 971m2 of deep soil, which equals 7.09%. On Plan DA0004, we have shown rectangle hatch green boxes where deep soil is located, these areas all have a min 6M dimension
		Site Area	**Min. Dimensions**	**Deep Soil Zone (% of the site area)**	
		Greater than 1500m2	6m	7%	
		Greater than 1500m2 with Significant tree cover	6m	7%	
3F **Visual Privacy**	**Objective 3F-1** Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of	Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:	Complies		The proposal development is only 4 stories. Building A to building B, habitable rooms have windows on the building façade, no balconies, and therefore the separation is 12m. Building B to building C, habitable rooms have windows on the building façade, no balconies are therefore the separate is 12m.

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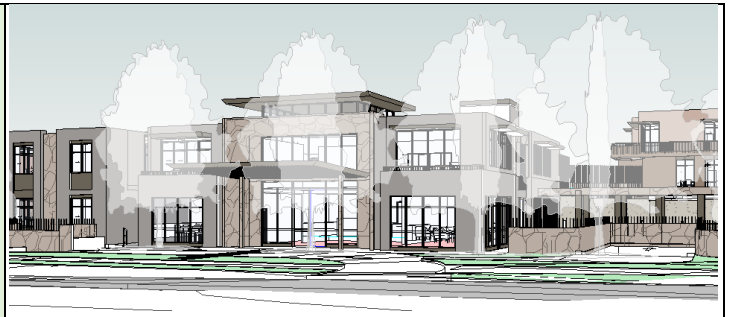
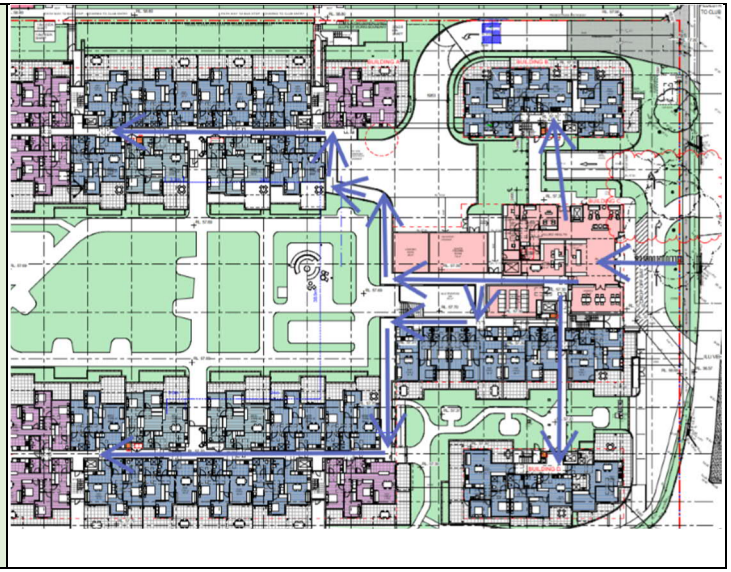
ITEM	DESIGN CRITERIA		PROPOSED		COMMENT
	external and internal visual privacy. Note: Separation distances between buildings on the same site should combine required building separations depending on the type of room.	Building Height Up to 12m (4 storeys)	Habitable rooms and balconies 6m	Non-habitable rooms 3m	Building C to building D, habitable rooms have windows / balconies on the building façade, however 12m separation is achieved. Building D to building E, habitable rooms have windows on the building façade, no balconies are therefore the separation is 12m Building E to building A, a separation of 35m is Proposed.
	Objective 3F-2 Site and building design elements increase privacy without compromising access to light and air and balance outlook and views from habitable rooms and private open space.		Complies.		Typical for unit privacy the proposal uses, (typical 3D view below indicates the below items) 1. Side privacy screens 2. Awning structures on garden terrace apartments over POS areas. 3. Setback and façade articulation 4. Offset of windows.

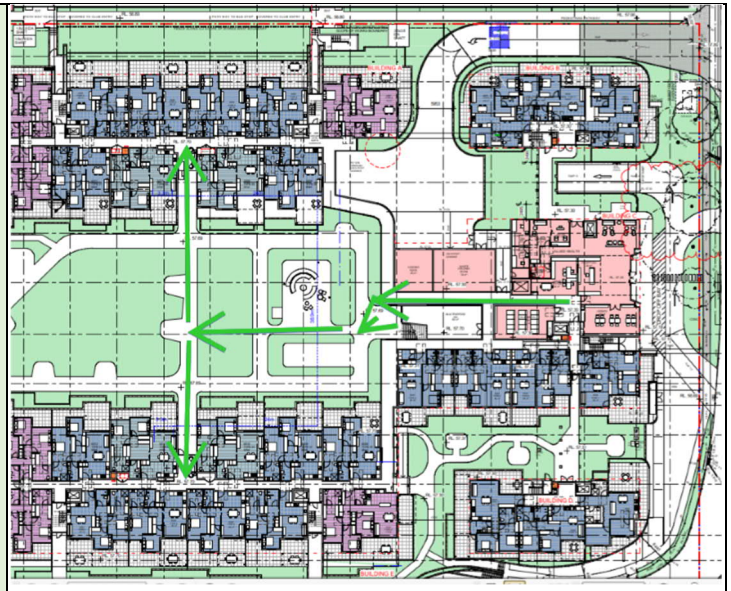
ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			5. 
3G **Pedestrian Access and Entries**	**Objective 3G-1** Building entries and pedestrian access connects to and addresses the public domain	Complies.	Restwell road is the primary and only entry to the ILU development. The design of the common facilities / foyer to this complex does have a modified Architecture personality compared to the rest of Restwell Rd frontage, dictated by its function. The large porte-cochere drop-off with large awning, tall lobby ceilings and building articulation creates an attractive yet clear public domain building entry.

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			
	Objective 3G-2 Access, entries and pathways are accessible and easy to identify	Complies.	Once inside the complex, each building has their own entry, from the Communal Open space. Building B and D, have an undercover walkway, to the building entry, the entry has a large glass door, with awning over the entry zone.

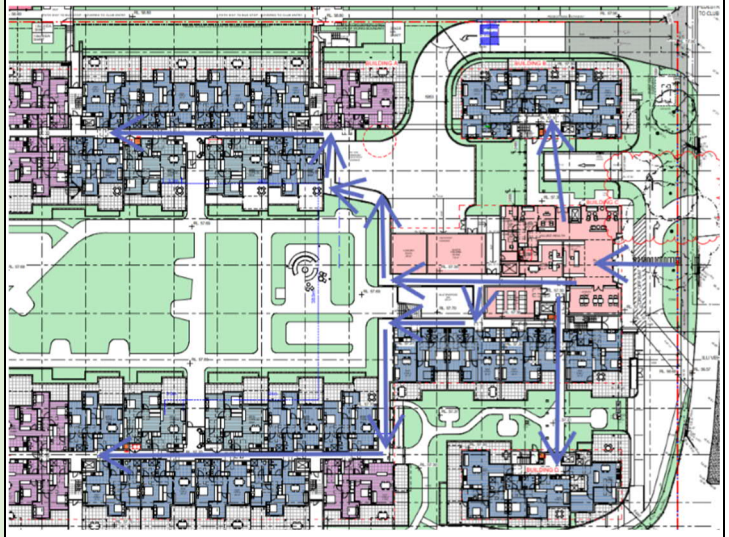
ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			Update views, add diagram for path

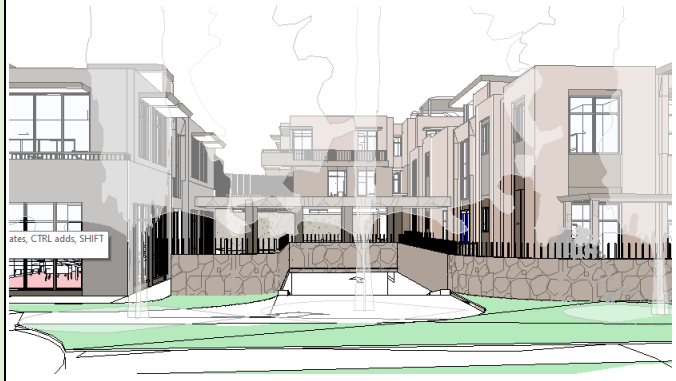
20 January 2022

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			 Building A and E, on ground level, has an entry back into the building via each end of the coridoor. An awning and clear pathways have been provided to demostrate this entry.

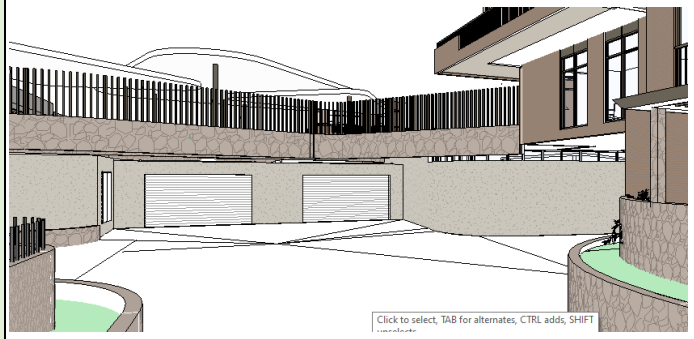
ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			 Building A and E, each have two entries off the level 1 podium public open space, as indicated below.

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
	Objective 3G-3 Large sites provide pedestrian links for access to streets and connection to destinations	Complies.	The below diagram, represents the secure internal path of travel , undercover once you enter the foyer of the building, how you then navigate through to building A,B,D,E. 
3H **Vehicle Access**	**Objective 3H-1** Vehicle access points are designed and located to achieve safety, minimize conflicts between	Complies.	The vehicle entry for our ILU complex is very much behind the street setback.the entry is setback to align with the building, being 10m from restwell road boundary. The driveway goes down to

ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
	pedestrians and vehicles and create high quality streetscapes.			parking and has a strong mature tree buffer along restwell well to screen the entry. Material blend into the façade, with a door at the lower level. 
3J **Bicycle and Car Parking**	**Objective 3J-1** Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas	For development in the following locations: • On sites that are within 800m of a railway station or light rail stop in the Sydney Metropolitan Area; or	N/A	Our site does not fall into this category.

ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
		• On land zoned, and sites within 400m of land zoned, B3 Commercial Core, B4 Mixed Use of equivalent in a nominated regional centre. The minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less. The car parking needs for a development must be provided off street.		
	Objective 3J-2 Parking and facilities are provided for other modes of transport		Complies.	We propose the below car parking numbers. 105 residents parking spaces. on car park level 1 – all 104 spaces are 2500min accessible compliant, with a shared area of 2500mm adjacent to each space. 22 residents' spaces on Carpark level 1 – all 21 spaces are 2500mm in width

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			One car wash bay is provided in the Carpark level 1 within the visitors area. 8 bicycle spaces have been provided in the proximity of the communal entry building 4 motorcycle parking spaces are in the basement visitor car park As the development replaces the existing club car park, new club basement parking and at grade and on structure parking spaces have been provided. The total number of removed parking spaces from the club site is 1209 and the new proposed parking spaces are 969 Please refer to Traffic engineer report for full details. All ILU parking is secure behind roller doors, accessed from the ground level driveway. Please also note, Carpark 1 parking assigned to ILU is screened off from the rest of the level, providing secure enclosure.
	Objective 3J-3 Car park design and access is safe and secure	Complies.	All ILU parking is secured behind roller doors, access from the ground level driveway off Restwell streets frontage via the porte-cochere Loading facilities driveway is located to the west boundary via a driveway, and the dock facilities are between building A and B. The view below indicates the Dock Hard stand, for waste turning truck, load of goods for the facility. The hardstand can allow a 3.9m high truck to turn (HRV)

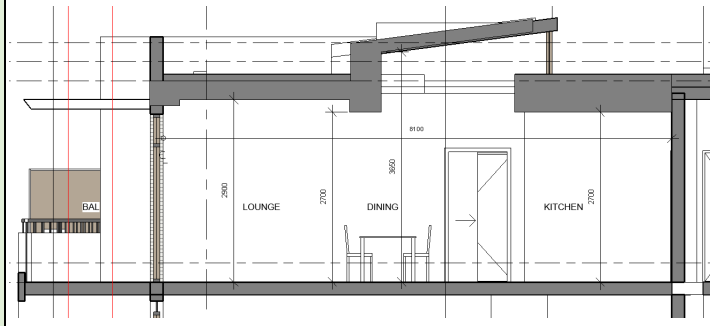
ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			
	Objective 3J-4 Visual and environmental impacts of underground car parking are minimised	Complies.	Car Parking level 1 parking is well laid out for ease of access and circulation. Car Parking level 1 hold both visitors parking and resident ILU parking. The resident parking is located around each Building Escalator, for ease of access to each apartment, with the visitors parking located in the common facilities. Storage and waste areas have also been allocated in each building for ease of access and convenience, with Waste holding area on ground level for pickups.
	Objective 3J-5 Visual and environmental impacts of on-grade car parking are minimised	Complies.	On grade parking has been provided on the club site, however this is well setback from the street, and ground level apartments have been designed to straddle the parking.
	Objective 3J-6	Complies.	No exposed parking has been proposed.

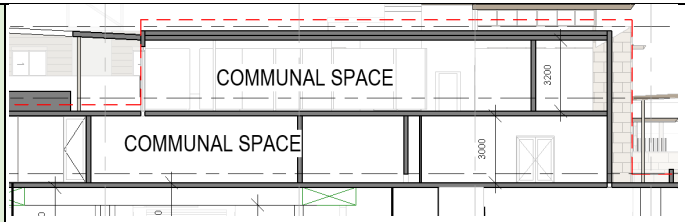
ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
	Visual and environmental impacts of above ground enclosed parking are minimised			
PART4				
4A **Solar and Daylight Access**	Objective 4A-1 To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space.	1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours of direct sunlight between 9am and 3pm at mid-winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas 2. In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours	Complies.	Drawings DA5003 – DA50010 demonstrates how we comply with this clause. We achieve 67 units achieving 2 hours of sun light equally 72% Only 0 apartments receive no direct

ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
		direct sunlight between 9am and 3pm at mid-winter 3. A maximum of 15% of apartments in a building receive no direct sunlight between 9am and 3pm mid winter.		
	Objective 4A-2 Daylight access is maximized where sunlight is limited.		Complies.	
	Objective 4A-3 Design incorporates shading and glare control, particularly for warmer months		Complies.	All balconies have good amount of shade in the warmer months through awning or balconies over.
4B **Natural Ventilation**	Objective 4B-1 All habitable rooms are naturally ventilated		Complies.	All habitable rooms have more the 5% of the floor area of opening windows or sliding doors.
	Objective 4B-2 The layout and design of single aspect apartments maximizes natural ventilation		Complies.	Refer to drawing DA5100, this drawing explains how cross ventilation is achieved within the scheme. Primary windows are located on the façade with larger openings onto the balconies.
	Objective 4B-3 The number of apartments with natural cross ventilation is maximized to create a	1. At least 60% of apartments are naturally cross ventilated in the first nine storeys of the	Complies.	Refer to drawing DA5100, this drawing explains how cross ventilation is achieved within the scheme. 56 apartments achieve cross ventilation = 60.2%.

ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
	comfortable indoor environment for residents	building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed . 2. Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line.		The proposal use different pressure in wind to achieve cross ventilation, please refer to wind consultant report for further details.
4C **Ceiling Heights**	Objective 4C-1 Ceiling height achieves sufficient natural ventilation and daylight access .	Measured from finished floor level to finished ceiling level, minimum ceiling heights are: Minimum ceiling height for partment and mixed use buildings	Complies.	**Building A** Ground floor ceiling height. 3m Level 1 ceiling height 2.8m Level 2 ceiling height 2.8m Level 3 ceiling height. 2.8m **Building B** Ground floor ceiling height. 2.8m Level 1 ceiling height 2.8m
		Habitable Rooms	2.7m	
		Non-Habitable	2.4m	
		For 2 Storey Apartments	2.7m for main living area floor 2.4m for second floor, where its	

ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
			area does not exceed 50% of the apartment area	**Building C** Ground floor ceiling height. 2.8m Level 1 ceiling height 2.8m **Building D** Ground floor ceiling height. 2.8m Level 1 ceiling height 2.8m **Building E** Ground floor ceiling height. 3m Level 1 ceiling height 2.8m Level 2 ceiling height 2.8m Level 3 ceiling height. 2.8m Through the interior design, ceilings will be adjusted through bulkheads, in achieving larger heights where possible, and reduced height for services allocations, ie bathrooms etc. A number of rooms have larger than general ceiling height because they have the clear storey roof windows, popping up
		Attic SpacesFor 2 Storey Apartments	1.8m at edge of room with a 30 degree minimum ceiling slope	
		If located in mixed use areas	3.3m for ground and first floor to promote future flexibility	

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			1.1m in additional height. The clear storey windows are in the dining spaces.
	Objective 4C-2 Ceiling height increases the sense of space in apartments and provides for well proportioned rooms	Complies.	Our apartment have a hierarchy of rooms and ceiling zones. In the extract below, you will see how a roof top apartment is configured to achieve greater natural light, as well as hierarchy in ceiling heigths. 
	Objective 4C-3 Ceiling heights contribute to the flexibility of building use over the life of the building	Complies.	Our communal areas are larger in ceiling height ranging from 2.9 to 3m. The site capibility certificate restricts our front façade height along Restwell road to 2 storeyes. In complying with with this item, we achieve 3m ceiling height at ground level and 3.2 for level 1 common facilities for the ILD

ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
				 2 storey height in the entry lobby. 
4D **Apartment Size and**	Objective 4D-1	1. Apartments are required to have the following	Complies.	Apartment mix are showing on every floor plan, DA1002-DA1006

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT

<table>
<tr>
<td>Layout</td>
<td>The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity</td>
<td>minimum internal areas:
<table><tr><th>Apartment Type</th><th>Minimum Internal Area</th></tr><tr><td>Studio</td><td>35m²</td></tr><tr><td>1 bedroom</td><td>50m²</td></tr><tr><td>2 bedroom</td><td>70m²</td></tr><tr><td>3 bedroom</td><td>90m²</td></tr></table>The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m2each.
A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m^2 each.

2. Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be
borrowed from other rooms.</td>
<td></td>
<td>Current mix and apartment sizes are listed below.
2 bed 85-87m2
2.5 bed 87-98m2
3 bed 109-123m2
3bed Penthouse 150m2

Please also refer to pages DA4101 – 4107 for apartment type details.

All habitable rooms have either a window or sliding door.</td>
</tr>
</table>

ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
	Objective 4D-2 Environmental performance of the apartment is maximised	1. Habitable room depths are limited to a maximum of 2.5 x the ceiling height 2. In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window	Complies.	We average a ceiling height of 2.8m, and 8m from a window. We increase to 8.1m where ceiling height are greater then 2.8m.
	Objective 4D-3 Apartment layouts are designed to accommodate a variety of household activities and needs	1. Master bedrooms have a minimum area of 10m2 and other bedrooms 9m2 (excluding wardrobe space) 2. Bedrooms have a minimum dimension of 3m (excluding wardrobe space) 3. Living rooms or combined living/dining rooms have a minimum width of: • 3.6m for studio and 1 bedroom	Complies.	Refer to drawings DA 4101-DA4107 all apartment types are shown on these plans. All other bedrooms range from 10-13m2 Living area width achieve 4m for 2-3 bed apartments.

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT

		apartments • 4m for 2 & 3 bedroom apartments 4. The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts		
4E **Private Open Space and Balconies**	Objective 4E-1 Apartments provide appropriately sized private open space and balconies to enhance residential amenity.	1. All apartments are required to have primary balconies as follows:  The minimum balcony depth to be counted as contributing to the balcony area is 1m 2. For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have	Complies.	Refer to drawing's DA 4101-DA4107 all apartment types are shown on these plans. Ground Level All ground level apartments are garden apartment and have greater POS ranging from 19m2 -68m2, with a depth of greater than 3m. Level 1-3 2 bed min depth of 2m. Area ranging from 10-12m2 2.5 bed min depth of 2m. Area ranging from 10-23m2 3 bed min depth of 2.4m. Area ranging from 12-61m2 3bed Penthouse min depth of 2.4m. Area ranging from 10-14m2

Dwelling Type	Minimum Area	Minimum Depth
Studio Apartments	$4m^2$	-
1 Bedroom Apartments	$8m^2$	2m
2 Bedroom Apartments	$10m^2$	2m
3+ Bedroom Apartments	$12m^2$	2.4m

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ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
		a minimum area of 15m2 and a minimum depth of 3m .		
	Objective 4E-2 Primary private open space and balconies are appropriately located to enhance liveability for residents		Complies.	All balconies have access from living rooms, the scheme also includes a balcony off bed 1 if bed 1 is not connected to the primary balcony. No apartments have Only south façade POS
	Objective 4E-3 Private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building		Complies.	We are proposing a combination of solid balustrade, or infill metal vertical balustrade to provide Views and Passive Surveillance onto the street. Image below indicated the type of balustrade.

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			 A range of different shading structures are provided, providing architectural detailing and building articulation while assisting the shading. All a/c units will be on the roof.

ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
				A common clothes drying area has been provided in the landscape design.
	Objective 4E-4 Private open space and balcony design maximises safety		Complies.	To Restwell road, a level change is proposed between POS and public space.
4F **Common Circulation and Spaces**	Objective 4F-1 Common circulation spaces achieve good amenity and properly service the number of apartments	1. The maximum number of apartments off a circulation core on a single level is eight	Complies.	**<u>Building A</u>** Has 1 corridor with two circulation cores. We have 12 apartments off two circulation cores, equalling 6 apartments per circulation core. Corridor widths are articulated ranging from width of 1200mm – 1750mm We have 5 opportunities for sun light penetration into the corridors, 2 at the fire stairs, 2 at each end, 1 at the entry of the building. The corridor length is length is 56m. however the length is broken by rest point in the middle. No primary living spaces open directly to the corridor, all our apartments have lobbies. **<u>Building B</u>** Has 1 corridor with one circulation core.

ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
				We have 3 apartments off one circulation core. Corridor width is 1750mm We have 1 opportunity for sun light penetration into the corridors to the east. The corridor length is length is 9m No primary living spaces open directly to the corridor, all our apartments have lobbies. **Building C** Has 1 corridor with one circulation core. We have 2 apartments off one circulation core. Corridor width is 1500mm We have 1 opportunity for sun light penetration into the corridors to the east. The corridor length is length is 9m No primary living spaces open directly to the corridor, all our apartments have lobbies. **Building D** Has 1 corridor with one circulation core. We have 3 apartments off one circulation core. Corridor width is 1750mm

ITEM	DESIGN CRITERIA		PROPOSED	COMMENT
				We have 1 opportunity for sun light penetration into the corridors to the west The corridor length is length is 9m No primary living spaces open directly to the corridor, all our apartments have lobbies. **<u>Building E</u>** Has 1 corridor with two circulation cores. We have 12 apartments off two circulation cores, equalling 6 apartments per circulation core. Corridor widths are articulated ranging from width of 1200mm – 1750mm We have 5 opportunities for sun light penetration into the corridors, 2 at the fire stairs, 2 at each end, 1 at the entry of the building. The corridor length is length is 56m. however the length is broken by rest point in the middle. No primary living spaces open directly to the corridor, all our apartments have lobbies.
	Objective 4F-2 Common circulation spaces promote safety and provide for social interaction between residents		Complies.	We believe our circulation is compliant to all items. no corners have been designed as part of our layouts.

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			And given we are proposing 5 buildings, there is no impact.
4G **Storage**	Objective 4G-1 Adequate, well designed storage is provided in each apartment In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided: Dwelling Type / Storage Size Volume Studio apartments / 4m² 1 bedroom apartments / 6m² 2 bedroom apartments / 8m² 3+ bedroom apartments / 10m² At least 50% of the required storage is to be located within the apartment	Complies.	Refer to drawings DA 4101-DA4107, all apartment types are shown on these plans. We have storage at the entry of each apartment + storage cages in the basement for each unit. all our apartments comply. See an average summary below. 2 bed 4.5m3 in apartment 11.76m3 in basement CP 2.5 bed 4.8m3 in apartment 9.12m3 in basement CP 3 bed 4.8m3 in apartment 11.76m3 in basement CP Penthouse 8.2m3 in apartment 11.52m3 in basement CP
	Objective 4G-2 Additional storage is conveniently located, accessible and nominated for individual apartments	Complies.	Each apartment has storge cages in the Car park level 1.
4H **Acoustic Privacy**	Objective 4H-1 Noise transfer is minimised through the siting of buildings and building layout	Complies.	Generally, we have a wet area or living area adjacent to a common wall. Generally, we have achieved larger setback and frontages. All openings are located away from noise wet rooms, storage and services are located along the corridors, to assist in acoustic separation.

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
	Objective 4H-2 Noise impacts are mitigated within apartments through layout and acoustic treatments	Complies.	Generally, all common walls have similar uses on either side.
4J **Noise and Pollution**	Objective 4J-1 In noisy or hostile environments the impacts of external noise and pollution are minimised through the careful siting and layout of buildings	On merit.	The noise sources apparent for our site are. To the west, the Marconi stadium. To the north, Restwell road. We do not believe its substantial to add extra protection to the balconies for either of these items. as the frequent uses are minimal. Podium gardens have been proposed along the east façade, to stop any traffic noise to the east apartments. Proposed light poles are being show to be moved, to improve any impact.
	Objective 4J-2 Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission	On merit.	All openings are limited towards any major noise sources.
4K **Apartment Mix**	Objective 4K-1	On merit Complies.	The Apartment mix for this site is below. the mix was directive from market research gathered by the client, understanding that the ILU demographic would like larger spaces, with 2 – 2.5bed rooms

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
	A range of apartment types and sizes is provided to cater for different household types now and into the future		being the most suitable for ILU in this location. Hence, the mix reflects these outcomes. 2 bed 52 55% 2.5 bed 23 25% 3 bed 17 18% Penthouse 1 1% Total 93 apartments.
	Objective 4K-2 The apartment mix is distributed to suitable locations within the building	On merit Complies	Larger apartments are located on the roof, with smaller apartments on ground level.
4L **Ground Floor Apartments**	Objective 4L-1 Street frontage activity is maximised where ground floor apartments are located	Complies	All ground floor apartments are garden apartments, with larger POS off the living areas, utilising the ground level. All units that address the street are well screened by landscape and setback.
	Objective 4L-2 Design of ground floor apartments delivers amenity and safety for residents	Complies	The ILU complex is fenced and any apartments outside this fence line, has a wall solid wall to 1.5, then balustrade above to 1.8.
4M **Facades**	Objective 4M-1	Complies	The facades of the street facing buildings are residential in scale and composition to match with the surrounding streetscape, while the entry to the complex is marked through verticality and scale.

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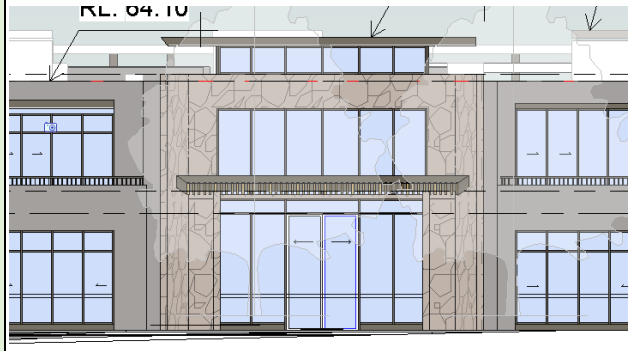
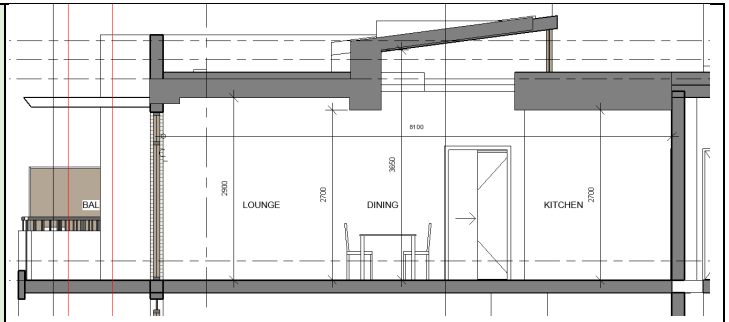
ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
	Building facades provide visual interest along the street while respecting the character of the local area		The facades of the larger inbound buildings are defined by a clear separation between base, middle and top. This is achieved through ground level POS shading structures, changes in materials and textures and revealing and concealing certain elements such as windows and balconies to create shading and privacy. Restwell road entry façade  Larger residential building façade

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			
	Objective 4M-2 Building functions are expressed by the facade	Complies	Residential facades have a residential expression with the buildings articulated and divided up into smaller scale looking parts. The main entry is clearly expressed along the street.
4N **Roof Design**	Objective 4N-1 Roof treatments are integrated into the building design and positively respond to the street	Complies	The roof over the main entry is clearly represented as an architectural roof feature to complement the verticality of the entry The roof level apartments on the larger 3 and 4 storey buildings have been setback from the building line and provide ample private open space in the form of terraces. The top levels are also defined by a change in materials
	Objective 4N-2 Opportunities to use roof space for residential accommodation and open space are maximised	Complies	N/A

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
	Objective 4N-3 Roof design incorporates sustainability features	Complies	Awnings are provided to protect the top-level apartments from the sun in the warmer months. All top-level apartments are provided with clearstory windows to assist with ventilation and provide additional natural light to the dining areas Top-level apartments awnings  Top level apartment with clearstory window

ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
			
4O **Landscape Design**	Objective 4O-1 Landscape design is viable and sustainable	Complies	Refer to Arcadia Landscape Drawings presenting the different types of landscape solutions to comply with this clause. This includes diverse planting, areas for vegetables and herb planting, roof landscape and green walls.
	Objective 4O-2 Landscape design contributes to the streetscape and amenity	Complies	Refer to Arcadia Landscape Drawings presenting the different types of landscape solutions to comply with this clause.
4P **Planting on Structures**	Objective 4P-1 Appropriate soil profiles are provided	Complies	Refer to Arcadia Landscape Drawings presenting the different types of landscape solutions to comply with this clause.
	Objective 4P-2 Plant growth is optimised with appropriate selection and maintenance	Complies	Refer to Arcadia Landscape Drawings presenting the different types of landscape solutions to comply with this clause.
	Objective 4P-3	Complies	Refer to Arcadia Landscape Drawings presenting the different types of landscape solutions to comply with this clause.

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ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
	Planting on structures contributes to the quality and amenity of communal and public open spaces		
4Q **Universal Design-**	Objective 4Q-1 Universal design features are included in apartment design to promote flexible housing for all community members	Complies	Due to the nature of the development, all apartments are designed to comply with the Senior SEPP and so are fully compliant with AS4299-1995 Adaptable housing
	Objective 4Q-2 A variety of apartments with adaptable designs are provided	Complies	Due to the nature of the development, all apartments are designed to comply with the Senior SEPP and so are fully compliant with AS4299-1995 Adaptable housing
	Objective 4Q-3 Apartment layouts are flexible and accommodate a range of lifestyle needs	Complies	Due to the nature of the development, all apartments are designed to comply with the Senior SEPP and so are fully compliant with AS4299-1995 Adaptable housing
4R **Adaptive reuse**	Objective 4R-1 New additions to existing buildings are contemporary and complementary and enhance an area's identity and sense of placet	N/A	N/A
	Objective 4R-2 Adapted buildings provide residential amenity while not precluding future adaptive reuse	N/A	N/A
4S	Objective 4S-1	N/A	N/A

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ITEM	DESIGN CRITERIA	PROPOSED	COMMENT
Mixed Use	Mixed use developments are provided in appropriate locations and provide active street frontages that encourage pedestrian movement		
	Objective 4S-2 Residential levels of the building are integrated within the development, and safety and amenity is maximised for residents	N/A	N/A

NATURAL VENTILATION STATEMENT

MARCONI CLUB, 121-133 PRAIRIE VALE ROAD, BOSSLEY PARK



WG649-01F02(REV0)- NVS REPORT

NOVEMBER 10, 2021

Prepared for:

Restifa & Partners Pty Ltd

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Ultimo NSW 2007

DOCUMENT CONTROL

Date	Revision History	Issued Revision	Prepared By (initials)	Instructed By (initials)	Reviewed & Authorised by (initials)
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EXECUTIVE SUMMARY

This report presents an opinion on the natural ventilation performance of the various residential apartments of the proposed Marconi Club redevelopment located at 121-133 Prairie Vale Road, Bossley Park, based on our extensive experience in this field and the architectural drawings prepared by the project architect Dacca Architecture, received November 2021. The results of the assessment are based on our extensive experience in modelling of natural ventilation in buildings and our understanding of the guidelines for wind-driven natural cross ventilation provided in the Apartment Design Guide (ADG) within the State Environmental Planning Policy No. 65 (SEPP65).

The results of the assessment indicate that a total of 60% (52 out of 86) of the residential apartments will achieve adequate levels of natural cross ventilation as per SEPP65. Natural cross ventilation has been achieved through openings on orthogonal or opposite aspects (for example corner apartments), with direct exposure to prevailing winds or windows located in significantly different pressure regions as defined within Section 4B of the ADG. This has been achieved within several of the top level single-aspect apartments through the use of clerestory skylights with a vertical opening located on the opposite end of the apartments (i.e., facing the common lobby). This will be effective in generating pressure driven air flow through the apartment as the incident wind travels from the positively pressurised windward opening and exhausted to the negative or neutrally pressurised clerestory skylight opening.

Note that each habitable room should have an unobstructed opening size of at least of 5% of the floor area served by the opening, in accordance with Objective 4B-1 of the ADG and have a minimum free area of 0.4m^2 in order to provide effective natural ventilation.

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1 REGIONAL WIND CLIMATE

The Bankstown region is governed by three principal wind directions, and these can potentially affect the subject development. These winds prevail from the north-east, south and west. This summary is based on an analysis of wind rose data obtained by the Bureau of Meteorology from Bankstown Airport between 1993 and 2016. Directional plots of the daily average winds when temperatures are between 20-29.5°C; which is the thermal comfort range for this region is shown in Figure 1 below (when occupants tend to open windows for ventilation). These plots have been produced based on an analysis of recorded wind speed data obtained from Bankstown Airport from 1993 to 2016.

Natural ventilation for a residential apartment is most beneficial during the warmer times of the year, when the occupants of the apartment are most likely to open the windows and/or doors and also when the cooling effect of airflow through the apartment is most effective. An analysis of the Sydney wind climate data within the thermal comfort zone range indicates that more than half of the wind events occur from the 'NE' to 'SSE' sector, where the 'NE' to 'ENE' and 'ESE' to 'SSE' sector winds are the most dominant.

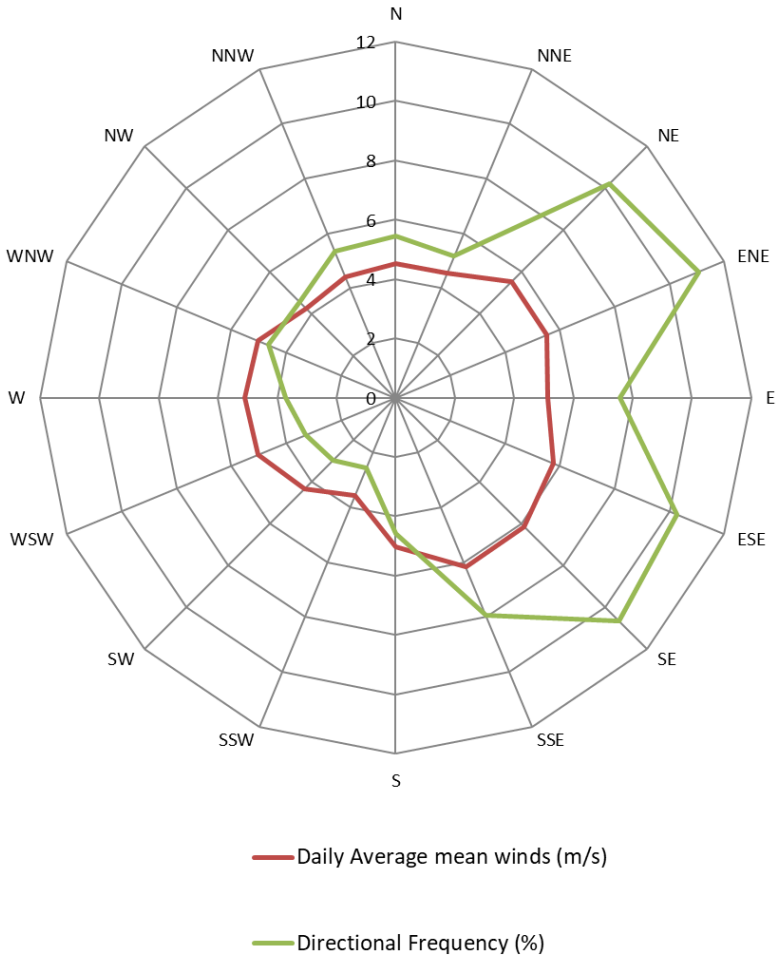

Figure 1: Daily Average Hourly Mean Wind Speeds, and Frequencies Occurrences, for the Bankstown Region for Outdoor Temperatures between 20-29.5°C (based on observations from Bankstown Airport from 1993 to 2016, corrected to open terrain at 10m)

2 NATURAL CROSS VENTILATION OF DEEMED TO SATISFY APARTMENTS

Natural ventilation of indoor areas can be used to improve both the level of occupant comfort and the air quality of an internal space. Natural ventilation is beneficial in improving occupant comfort during the warmer months of the year when the occupants will generally have windows and doors open, while during the winter months it is considered primarily beneficial for air quality purposes only.

The predominant wind directions for the region have been analysed in Section 1 of this report, and from this analysis only the north-easterly and southerly winds should be considered as contributors to natural ventilation for occupant comfort purposes, since these are the predominant wind directions during the warmer months of the year. Winds occuring during the cooler winter months and would be beneficial for air quality purposes only.

The NSW State Environmental Planning Policy No. 65 (SEPP65) states that, for a development to be considered naturally ventilated, at least 60% of the individual apartments in the first nine storeys of the building must be considered to be naturally cross ventilated. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed. To be considered to be naturally cross ventilated, the overall depth of a cross-over or cross-through apartment must not exceed 18m, measured glass line to glass line. Examples of apartments which are classified as being naturally ventilated by SEPP65 are shown in Figures 2 below, which also show the flow paths for natural cross ventilation through the apartments.

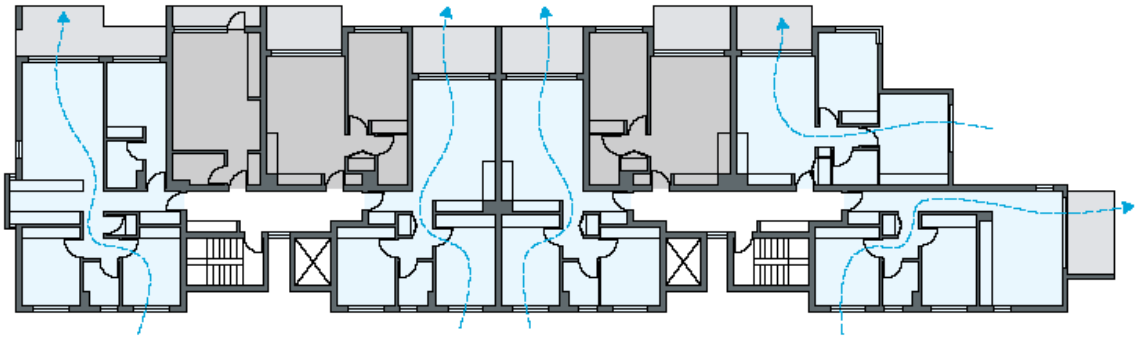

Figure 2a: Examples of Apartments Achieving Effective Natural Cross Ventilation
(from Apartment Design Guide, floor plan of a typical residential building)

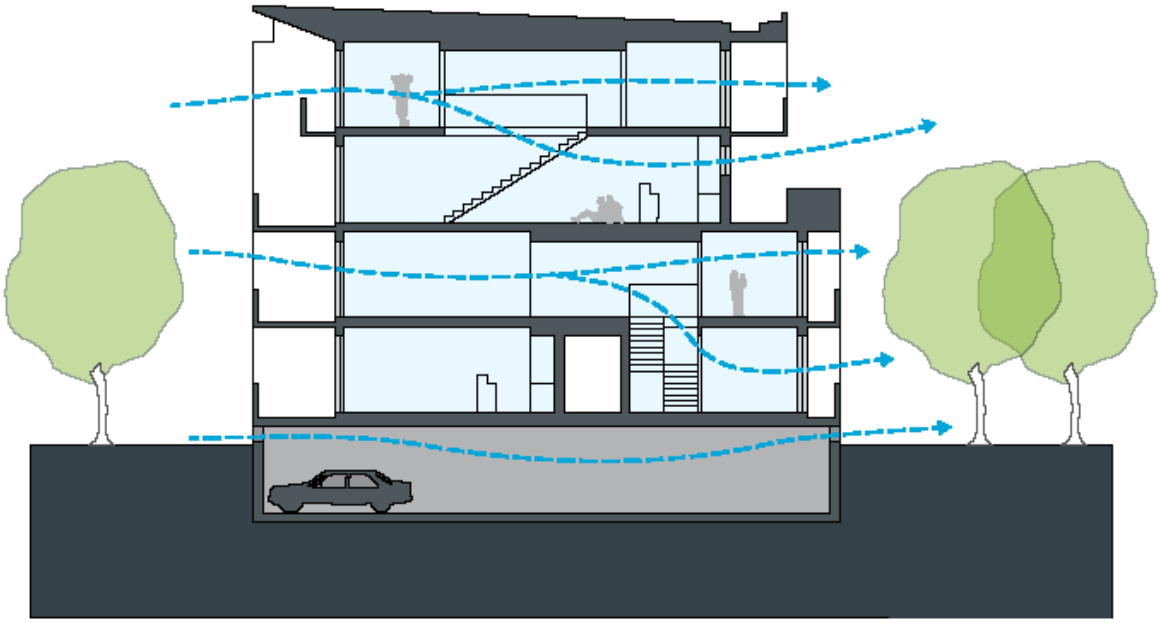

Figure 2b: Examples of Apartments Achieving Effective Natural Cross Ventilation
(from Apartment Design Guide, section elevation of a typical residential building)

Apartments have been considered to have dual aspects if the two openings are able to be located on aspects which are less than 135° in plan orientation from each other. Openings which are located on aspect orientations greater than this are more likely to have similar pressures at the opening, and their performance cannot be considered to satisfy based on the SEPP65 guidelines. These apartments may still be considered to be naturally ventilated, but will require further analysis, as outlined in Section 3.

The Apartment Design Guide does provide design guidance for the layout and design of single aspect apartments to maximise natural ventilation. While these are not considered naturally cross ventilated, they allow for site restraints for design excellence in single aspect apartments. The design allows for the inclusion of plenums, vertical ventilation shafts and building indentations with a width to depth ratio of 2:1 or 3:1 to ensure effective air circulation and avoid trapped smells.

It is important that the naturally cross ventilated flow path does not flow through a bathroom in order to avoid issues with odours.

It should be noted that deviations in the apartment layout shown in SEPP65 can have the potential to provide effective natural ventilation through the apartment. However, due to the complicated nature of flow paths driven by pressure differentials at different openings of an apartment, the effectiveness of natural ventilation for apartments which are outside of those presented in Figures 2 should be demonstrated by means of a detailed wind tunnel study. A comparison between the predicted natural ventilation characteristics of an apartment obtained from wind tunnel testing with the observed full-scale characteristics of the same apartment have been published in the paper titled 'Designing for Natural Ventilation for Tall Residential Buildings' by Peddie and Rofail (2011), which demonstrates close agreement.

3 RESULTS AND DISCUSSION

The results of the assessment indicate that a total of 60% (52 out of 86) of the residential apartments will achieve adequate levels of natural cross ventilation as per SEPP65. Natural cross ventilation has been achieved through openings on orthogonal or opposite aspects (for example corner apartments), with direct exposure to prevailing winds or windows located in significantly different pressure regions as defined within Section 4B of the ADG. This has been achieved within several of the top level single-aspect apartments through the use of clerestory skylights with a vertical opening located on the opposite end of the apartment (e.g. east-facing apartments will have an operable clerestory skylight facing west). The proposed design will be effective in generating pressure driven air flow through the apartment as the incident wind travels from the positively pressurised windward opening and exhausted to the negative or neutrally pressurised clerestory skylight opening. Design detail for the proposed operable clerestory skylights is provided in Section 4 of this report to ensure effective natural ventilation is displayed within the affected apartments.

The natural ventilation performance of the various residential apartments of the subject development is summarised in Table 1.

Note that it is important that the naturally cross ventilated flow path does not flow through a bathroom in order to avoid issues with odours. Additionally, each habitable room should have an unobstructed opening size of at least of 5% of the floor area served by the opening, in accordance with Objective 4B-1 of the ADG and have a minimum free area of 0.4m^2 in order to provide effective natural ventilation.

Table 1: Natural Ventilation Performance

Unit Number	Meets ADG Guidelines for Natural Cross Ventilation
A001	NO
A002	YES
A003	NO
A004	NO
A005	NO
A006	NO
A007	YES
A101	YES
A102	YES
A103	NO
A104	NO
A105	NO
A106	NO
A107	YES
A108	YES
A109	NO

Unit Number	Meets ADG Guidelines for Natural Cross Ventilation
A110	NO
A111	NO
A112	NO
A201	YES
A202	YES
A203	NO
A204	NO
A205	YES - Ventilated Clerestory Skylight
A206	YES - Ventilated Clerestory Skylight
A207	YES
A208	YES
A209	YES - Ventilated Clerestory Skylight
A210	YES - Ventilated Clerestory Skylight
A211	NO
A212	NO
A301	YES
A302	YES
A303	YES
A304	YES
A305	YES - Ventilated Clerestory Skylight
B001	YES
B002	NO
B003	YES
B101	YES
B102	YES - Ventilated Clerestory Skylight
B103	YES
C001	YES - Ventilated Clerestory Skylight
C002	YES - Ventilated Clerestory Skylight
C003	NO
C004	YES
C101	YES
C102	YES
D001	YES
D002	NO
D003	YES

Unit Number	Meets ADG Guidelines for Natural Cross Ventilation
D101	YES
D102	YES - Ventilated Clerestory Skylight
D103	YES
E001	NO
E002	YES
E003	NO
E004	NO
E005	NO
E006	NO
E007	YES
E008	NO
E101	YES
E102	YES
E103	NO
E104	NO
E105	NO
E106	NO
E107	YES
E108	YES
E109	NO
E110	NO
E111	NO
E112	NO
E201	YES
E202	YES
E203	YES - Ventilated Clerestory Skylight
E204	YES - Ventilated Clerestory Skylight
E205	YES - Ventilated Clerestory Skylight
E206	YES - Ventilated Clerestory Skylight
E207	YES
E208	YES
E209	YES - Ventilated Clerestory Skylight
E210	YES - Ventilated Clerestory Skylight
E211	YES - Ventilated Clerestory Skylight
E212	YES - Ventilated Clerestory Skylight

4 DESIGN DETAILS

To ensure effective natural cross-ventilation is achieved, the following design detail are recommended to be incorporated into the final design of the development for the proposed operable clerestory skylights detailed in Section 3 of this report. They are summarised as follows:

- Natural ventilation through the proposed operable clerestory skylight is a product of pressure driven flow between two openings; vertical openings along the external apartment facade, which is more positively pressurised and a vertical opening (operable clerestory skylight) on the opposite rooftop end of the apartment, which is more negatively or neutrally pressurised.

- The vertical opening on the operable clerestory skylight facade should have a minimum effective openable area of 0.4m^2 in order to provide effective natural ventilation, and may require acoustic treatment.

- The vertical opening can be in the form of operable windows, louvers or vents.

- The overall depth of the vertical openings between the main apartment façade and clerestory skylight apartments should not exceed 18m, measured glass line to glass line.

Windtech's experience supports the position of Section 4B of the ADG, which specifically suggests that for an apartment to be naturally cross ventilated, it needs to have openings "located in significantly different pressure regions, rather than relying on purely wind driven air". This is based on our extensive experience in pressure driven flow effects, and has been demonstrated to be effective through modelling in the wind tunnel for similar configurations, and other performance-based wind tunnel studies where this effect was observed and quantitatively demonstrated to be able to achieve natural cross ventilation performance similar to that of a deemed to satisfy unit. Wind tunnel testing can be undertaken to quantitatively assess the pressure driven natural cross ventilation performance of these units compared to the units with opposite/orthogonal aspects.

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Club Marconi Independant Living Units

Noise Impact Assessment

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1 INTRODUCTION

Acoustic Logic have been engaged to conduct a noise impact assessment of the proposed independent living units to be located at the north east boundary of the existing Club Marconi, located at 121 – 133 Prairie Vale Road, Bossley Park.

This document addresses noise impacts associated with the following:

- Traffic noise impacts from Restwell Road.
- Noise impacts from the existing facilities on the site.
- Noise emissions in principal from mechanical plant to service the base building.

Acoustic Logic have utilised the following documents and regulations in the assessment of noise associated with the development:

- Fairfield City Wide DCP 2013.
- Australian and New Zealand AS/NZS 3671:1989 'Acoustics—Road traffic noise intrusion—Building siting and construction'.
- Australian and New Zealand AS/NZS 2107:2016 'Recommended design sound levels and reverberation times for building interiors'.
- NSW Department of Environment and Heritage, Environmental Protection Agency document – '*Noise Policy for Industry*' (NPI) 2017.
- NSW EPA *Road Noise Policy*

This assessment has been based on the architectural drawings provided by *Dacca Architecture* for the project (Project Number 2020.40 dated 11/11/2021, Revision E).

2 SITE DESCRIPTION AND PROPOSAL

The development application seeks approval for the construction of 5 independent living unit buildings located on the north eastern boundary of the existing Club Marconi. The development is to feature the following:

- Two levels of basement car parking.
- One level of ground level car parking.
- Independent living unit buildings located to the north, facing Restwell Road, are to comprise of 2 levels of apartments
- Independent living unit building to the west to comprise of 4 levels of apartments.
- Independent living unit building to the east to comprise of 3 levels of apartments.

There are several residential dwellings in the vicinity of the site. Refer to Figure 1 for detail.

- **R1** – Dwellings along Restwell Road. Residential houses are located Receivers at this location are both single and double story.
- **R2** – SWIAA Village Bossley Park. Residential aged care facility located at 84-88 Restwell Road, Bossley Park. Receivers at this location are single, double and three storey residential buildings.

Due to the distance from the site, Receivers 1 & 2 (both along Restwell Road) are the most impacted by noise from the development. Compliance at these receivers will ensure that compliance is also achieved at Receiver 3. As such, numerical noise predictions will not be presented for R3 in this assessment

Refer to Figure 1 for detailed location of the proposed development relative to nearby residents.



Proposed Development

Residential Receivers

Figure 1 - Site Location and Measurement Positions
Sourced from NSW SixMaps

Unattended Noise Monitor

Attended Measurements

3 NOISE DESCRIPTORS

Environmental noise constantly varies. Accordingly, it is not possible to accurately determine prevailing environmental noise conditions by measuring a single, instantaneous noise level.

To accurately determine the environmental noise a 15-20 minute measurement interval is utilised. Over this period, noise levels are monitored on a continuous basis and statistical and integrating techniques are used to determine noise description parameters.

In analysing environmental noise, three-principle measurement parameters are used, namely L_{10}, L_{90} and L_{eq}.

The L_{10} and L_{90} measurement parameters are statistical levels that represent the average maximum and average minimum noise levels respectively, over the measurement intervals.

The L_{10} parameter is commonly used to measure noise produced by a particular intrusive noise source since it represents the average of the loudest noise levels produced by the source.

Conversely, the L_{90} level (which is commonly referred to as the background noise level) represents the noise level heard in the quieter periods during a measurement interval. The L_{90} parameter is used to set the allowable noise level for new, potentially intrusive noise sources since the disturbance caused by the new source will depend on how audible it is above the pre-existing noise environment, particularly during quiet periods, as represented by the L_{90} level.

The L_{eq} parameter represents the average noise energy during a measurement period. This parameter is derived by integrating the noise levels measured over the 15 minute period. L_{eq} is important in the assessment of traffic noise impact as it closely corresponds with human perception of a changing noise environment; such is the character of environmental noise.

The L_{max} parameter represents the highest measured sound pressure level during the measurement period.

4 SURVEY OF AMBIENT NOISE

Background noise levels at the site were determined by a noise survey conducted at the proposed site.

Unattended noise monitoring was conducted on both Restwell Road and at the rear boundary of residents along Holbrook Street. Measurements to determine background noise levels at residents surrounding the site were undertaken on the following dates:

- For the noise monitor on Restwell Road - between the 5th of October and 17th of October 2018, and the 29th of October and 9th of November 2021.
    - Monitoring completed in 2021 identifies marginally lower noise levels (1-2 dB(A)), for both traffic and background levels. The lower background levels from the monitoring undertaken in 2021 will be used as a basis for assessment.
- For the noise monitor at the rear of Holbrook Street (on Marconi Fields) – between the 29th of October and 9th of November 2021.

Monitoring was undertaken with an Acoustic Research Laboratories noise monitor set on A-weighted fast response mode and recording in 15 minute intervals. The noise monitor was located at positions representative of residents in close proximity of the site, as detailed in Figure 1.

Supplementary attended measurements were conducted on the 17th of October 2018 to determine the traffic noise spectrum.

The measured background noise levels have been corrected for meteorological conditions (excessive wind and/or rain). Any periods of rain or exceedances of the 5m/s average wind speed limit of the EPA were noted and excluded when determining the background noise levels. These areas are highlighted in the logging data presented in Appendix 1.

Table 4-1 – Rating Background Noise Levels

Location	Time	Rating Background Noise Level dB(A)L_{90}
Restwell Road	Day (7am-6pm)	48
	Evening (6pm-10pm)	45
	Night Time (10pm – 7am)	39
Holbrook Street / Prairie Vale Road	Day (7am-6pm)	41
	Evening (6pm-10pm)	41*
	Night Time (10pm – 7am)	37

**Note – extraneous noise events were excluded from monitoring results.*

4.1 MEASURED TRAFFIC NOISE LEVELS

Given the proximity of the residential component to surrounding roadways, traffic noise impacts will be associated with vehicles travelling on surrounding roadways. Measured traffic noise levels from unattended noise monitors have been used to determine the typical repeatable traffic noise levels as indicated below.

Table 4-2 –Traffic Noise Levels

Measurement Location	Traffic Noise Level dB(A) $L_{eq\ 15\ hour}$	Traffic Noise Level dB(A) $L_{eq\ 9\ hour}$
Restwell Road Approximately 8m from the kerb	63	58

5 EXTERNAL NOISE INTRUSION ASSESSMENT

Site investigation indicates that the major external noise sources around the project site are from traffic movements along Restwell Road adjacent to the northern boundary of the site. Noise from use of Club Marconi has also been addressed.

5.1 NOISE INTRUSION CRITERIA

A noise intrusion assessment has been conducted based on the requirements of the following acoustic noise criteria and standards:

- Fairfield City Wide DCP 2013.
- Australian and New Zealand AS/NZS 3671:1989 'Acoustics—Road traffic noise intrusion—Building siting and construction'.
- Australian and New Zealand AS/NZS 2107:2016 'Recommended design sound levels and reverberation times for building interiors'.

5.1.1 Fairfield City Wide DCP 2013

Section 7.5.2.2 of the Fairfield City Wide DCP 2013 nominates the following with respect to external noise intrusion.

c) *Noise attenuation measures must be incorporated in all new developments along Classified State and Regional Roads and Unclassified Regional Roads and properties in proximity to the railway line. Developments adjacent to rail corridors, shall take into consideration the provisions within SEPP (Infrastructure) 2007 relating to impact of rail noise or vibration on non-rail development.*

d) *Land uses/activities noise conflicts minimised - In mixed-use developments, the design must minimise the transfer of noise between business and commercial activities and residential development by using measures that will address noise associated with:*

   a. *Goods and service deliveries as well as waste and garbage disposal and collections, particularly if this is occurring early in the morning or late at night;*

   b. *Restaurants and cafes particularly those operating at night or those with outdoor seating; and*

   c. *Extraction fans and air conditioning units.*

e) *Land use conflicts between existing and new development – Noise attenuation measures must be incorporated into all new residential development proposed near an existing retail/commercial property that generates noise at times or levels not compatible with residential living. An acoustic assessment and proposed acoustic attenuation measures are to be detailed in an Acoustic Report prepared by an Acoustic Engineer or suitably qualified individual.*

With regard to the controls detailed in Section 7.5.2.2, we note the following.

- Restwell Road is note classified road, and so noise intrusion requirements of either *SEPP (Infrastructure) 2007* or *Development near rail corridors and busy roads* are no applicable. An assessment of noise intrusion from traffic will be made with reference to the methodology detailed in AS 3761:1989 (Refer Section 5.1.2)
- Whilst the proposed independent living units themselves would not constitute a mixed use development (and as such the control d may not strictly apply), they are proposed to be located on a site which also contains a licensed premises (including outdoor areas) and a sporting field with spectator areas. An assessment of potential noise intrusion from these activities will be undertaken with reference to the recommended internal noise levels detailed in AS2107.

5.1.2 Australian and New Zealand AS/NZS 3671:1989 *'Acoustics—Road traffic noise intrusion—Building siting and construction'*

Australian Standard AS 3671-1989 notes the following in relation to traffic noise:

- Internal noise levels should be determined in accordance with AS/NZS 2107:2016 'Acoustics – Recommended design sound levels and reverberation times for building interiors'.
- A suitable descriptor should be adopted relevant to the use of the development. AS AS2107:2016 adopts the L_{eq} descriptor. This descriptor will be used in this assessment.
- AS3671 does not specifically recommend a time interval. On this basis, the interval used by the EPA Road Noise Policy for main/arterial roads will be used, that being:
    - Daytime – 7am to 10pm (15 hour); and
    - Night time – 10pm to 7am (9 hour).
- Day time intervals will be used to assess noise intrusion into living areas and the night time interval will be used to assess noise intrusion in to the bedroom.

5.1.3 Australian and New Zealand AS/NZS 2107:2016 *'Recommended design sound levels and reverberation times for building interiors'*

AS2107:2016: Recommended design sound levels and reverberation times for building interiors specifies allowable internal noise levels for internal spaces within residential and commercial buildings. Table 1, in Section 5 of AS2107:2016, gives the following maximum internal noise levels for residential buildings near entertainment districts.

Table 5-1 – Recommended Design Sound Levels

Space /Activity Type	Recommended Design Sound Levels
Sleeping Areas	35-40 dB(A)$L_{eq(10pm-7am)}$
Living Areas	35-45 dB(A)$L_{eq(anytime)}$

5.1.4 Summarised Internal Noise Criteria

Summarised internal noise criteria for each space is summarised below.

Table 5-2 - Summarised Internal Noise Criteria

Space /Activity Type	Internal Noise Requirement
Sleeping Areas/Studio Apartments	35dB(A)$L_{eq(9\ hour)}$
Other Habitable Areas	40dB(A)$L_{eq(15\ hour)}$

5.2 NOISE SOURCES POTENTIALLY IMPACTING ILU'S

5.2.1 Traffic Noise

Traffic noise levels along Restwell Road have been detailed in Section 0. Noise levels based on both attended and unattended noise measurements have been predicted to all facades of the building to determine appropriate acoustic treatments for façade construction.

Noise levels at the façades of the ILU's has been predicted using a CoRTN model. The predicted noise level at the closest façade to Restwell Road is 62 dB(A) $L_{eq(15\ hour)}$.

5.2.2 Noise from Club Marconi

The closest area of Club Marconi which could potentially impact noise levels at future residents is the recently approved outdoor terrace extension, located in the north-eastern corner of the club building. Operational assumptions and assessed noise levels associated with this area are presented in the acoustic report for DA 483.1/2019 (document reference: 20181365.2/2703A/R2/AW, dated 27/03/2020). The loudest scenario and currently proposed operation during the most noise sensitive time of operation (after midnight) are summarised below.

Operation with Live DJ/Amplified Music

- Amplified music assumed to be up to 90dB(A)L_{10} sound pressure level within the space;
- Roof louvres angled away from residents during the evening & fully closed during the late evening time period.
- Operation between 9am – 12am

Based on the assumptions above as presented in the approved report for the outdoor terrace, noise levels at the closest façade of the proposed ILU building during live music events would be approximately 57 dB(A) $L_{eq(15\ min)}$

Operation After 12am

Operation after 12am will be limited to overflow/breakout of patrons from within the venue, and it would be expected that Club management would control the number of patrons within the space during this time. For operation after midnight:

- Background music only within the space (limited to 65dB(A)L_{10} sound pressure level);
- Roof louvres in fully closed position.
- Patrons in the area limited to approximately 100, with 1 in 2 assumed to be talking at any one time. Given that this area would generally be limited to use by patrons smoking, this would be considered a conservative assumption.

Based on the assumptions above as presented in the approved report for the outdoor terrace, noise levels at the closest façade of the proposed ILU building after midnight would be approximately 40-45 dB(A) $L_{eq(15\ min)}$

We note that the proposed outdoor terrace area on the north eastern corner of the site represents the highest potential noise impact from the operation of the club. Existing operations are generally internal, and so are largely inaudible at the location of the proposed IL:U's. Additionally, minor noise impacts from patrons entering/exiting the club entrance would be negligible in the context of the above development, and so by considering the noise impacts against the future use of the outdoor terrace would represent a suitably conservative assessment.

5.2.3 Noise from Marconi Stadium

The predominant source of noise from Marconi Stadium is from spectator noise and ground announcements/music, with the primary stand located on the western side of the field, separated from the proposed independent living units by the sporting field. Use of the stadium for large spectator events is generally limited to weekends afternoons and evenings during the football season.

Noise from use of the stadium will vary based on the number of spectators attending games, however for the purposes of the assessment it has been assumed that approximately 2000 spectators are within the grandstand areas, which represents a conservatively high level of patronage for typical use. The average sound power level per spectator is assumed to be 88 dB(A) L_{eq} with half of the spectators cheering at any one time. These noise levels based on measurements of spectator noise from similar events. For regular or typical use, it would be expected that spectator numbers are less than 2000, and as such the level of noise experienced at the façade of the independent living units would be reduced.

Additionally, whilst noise measurements during a competitive fixture was not possible at the time of preparing this report, sample testing of the public address system was completed to determine the noise level at the façade of the ILU's.

Measurements were completed within the stands (to determine a representative level) and at the proposed boundary of the ILU's. Speakers are located on the field, and are directed to the grandstand. Measured noise levels from the PA system were:

- Within the grandstand area (approximately 10m from the installed speakers) – 105 dB(A) $L_{eq(15\ min)}$
- At the boundary of the ILU's – 57 dB(A) Leq(15min).

Noise was a combination of vocal announcements and music.

When considering noise the potential for noise impact from the combination of spectators and the public address system, the noise level at the closest façades of the ILU's (based on the assumptions detailed above) is 67 dB(A) $L_{eq(15min)}$.

We also note that the eastern grandstand has been decommissioned, and so spectators are primarily located within the grandstand along the western aspect of the field.

5.2.4 Noise from Level 1 Alfresco Dining Area (Common Area within the ILU's)

The primary source of noise generated by the level one kitchen/dining/bar areas is likely to be from the alfresco dining area. The level of noise emissions from the outdoor dining area would primarily be a result of the quantity of patrons within the outdoor area. In this regard, a preliminary assessment of noise from the use of the alfresco areas has been undertaken, noting the following assumptions:

- There is a total of 80 patrons in the outdoor seating area, with one in two talking at any one time. The sound power level of a patron is 75 dB(A) L_{eq}.
- The outdoor seating area is located on level 1, centrally within the development (adjacent Building C), as currently detailed on the architectural layouts.

5.2.5 Noise from Light Towers

The potential for noise generated by the operation of the light towers has been raised as a potential concern. As such, measurements were undertaken of the existing light tower operation. When standing at the base of the light tower noise from operation was faintly audibly, and the background noise level did not increase as compared to when they were off. As such, it can be concluded that the light tower is between 5-10 dB(A) below the background noise at the time of measurements – the calculated level from the light towers based on the measurements is 35-40 dB(A).

The noise level from the light towers is both relatively low in an absolute sense, as well as being negligible in the context of the surrounding sources of noise impacting the facades (traffic along Restwell Road, for example).

5.2.6 Noise from Use of Club Marconi Carpark

A survey of the current usage of the carparking facilities has been undertaken by *The Transport Planning Partnership* (doc ref: 20384, V04, dated 21/04/21), which details a count of the occupancy of both the on grade and basement level carparking facilities.

Importantly with regard to acoustics, it is the change in occupancy which is likely to generate the most impact, as this will be when vehicles are either entering or exiting the carpark. The highest rate of change identified is on Saturday evenings, where the maximum variance in the carparking capacity is approximately 100-140 vehicles entering or leaving the carpark within a 15 minute period. We note that outside of these periods the number of vehicles entering or exiting the carpark is significantly lower, and generally between 0-50 vehicles in any given 15 minute period.

Club Marconi has several carparking areas, and so it is likely that of the use of the carpark will be distributed throughout the various areas. However, for the purpose of a conservative assessment it has been assumed that all vehicles will travel down the central (east-west) driveway before parking. The noise level at the façade of the ILU's from the carparking facilities at peak patronage will be approximately 45 dB(A) $L_{eq(15min)}$.

5.2.7 Noise from ILU Loading Dock

An enclosed loading dock is located on the ground floor of Building C, with an access driveway from Restwell Road alongside Building B. The loading dock is to be serviced by SRV trucks and smaller delivery vehicles such as vans. The sound power level of an SRV travelling at 10km/h is 90 dB(A) L_{eq} and a delivery van 84 dB(A) L_{eq}.

Required deliveries would generally be intermittent and scheduled to the daytime hours. Noise to apartments surrounding the loading dock and access driveways would be approximately 45 dB(A) $L_{eq(15min)}$, assuming that there is one SRV delivery in a given 15 minute period.

5.3 ASSESSMENT OF EXTERNAL NOISE IMPACT

5.3.1 Recommended Constructions

Assessment of façade requirements to achieve required indoor noise levels has been undertaken. Dimensions of rooms, setbacks from roadways, window openings and floor areas have been used.

Note: Façade constructions presented in the following section are indicative and for authority approvals purposes only. All recommendations are to be reviewed at CC stage based on finalised building & apartment layouts.

5.3.1.1 Glazed Windows and Doors

The following preliminary/indicative constructions are recommended to comply with the project noise objectives. Aluminium framed/sliding glass doors and windows will be satisfactory provided they meet the following criteria. All external windows and doors listed are required to be fitted with Q-lon type acoustic seals. (Mohair Seals are unacceptable).

Thicker glazing may be required for structural, safety or other purposes. Where it is required to use thicker glazing than scheduled, this will also be acoustically acceptable. The recommended constructions are detailed in Table . All glazing recommendations are to be reviewed and confirmed during the detailed design phase of the projects once apartments layouts and façade constructions have been finalised.

Table 5-3 - Recommended Glazing Construction

Façade	Apartment Area	Recommended Glazing
Facing Restwell Road (Northern Façade)	All	6.38mm Laminated OR 6/12/6.38mm IGU
Facing Marconi Stadium (Western Façade)	All	10.38/12/6mm igu
Facing Club Marconi Outdoor Courtyard	All	10.38/12/6mm igu
All Others	All	6.38mm Laminated OR 6/12/6.38mm IGU

It is recommended that only window systems having test results indicating compliance with the required ratings obtained in a certified laboratory be used where windows with acoustic seals have been recommended.

In addition to complying with the minimum scheduled glazing thickness, the R_w rating of the glazing fitted into open-able frames and fixed into the building opening should not be lower than the values listed in Table 3 for all areas. Where nominated, this will require the use of acoustic seals around the full perimeter of open-able frames and the frame will need to be sealed into the building opening using a flexible sealant.

Table 3-4 - Minimum R_w of Glazing Assembly (with Acoustic Seals)

Glazing Assembly	Minimum R_w of Installed Window
6mm Float / Toughened	29
6/12/6mm IGU	32
6.38mm Laminated	31
6.38/12/6mm IGU	34
6.38/12/6mm IGU	39

5.3.1.2 External Wall Construction

External walls of masonry construction will not require additional acoustic treatment. In the event any penetrations are required through the external lining of any of the system for other building services, gaps should be filled with acoustic sealant to ensure compliance with acoustic criteria stipulated within this report. Where lightweight elements are proposed these are to be acoustically reviewed during the detailed design phase of the project.

5.3.2 External Roof & Ceiling Construction

Masonry roof constructions will not require additional acoustic treatment. In the event any penetrations are required through the external lining of any of the system for other building services, gaps should be filled with acoustic sealant to ensure compliance with acoustic criteria stipulated within this report. Where lightweight elements are proposed these are to be acoustically reviewed during the detailed design phase of the project.

5.3.3 Ventilation and Air Conditioning

Although not strictly applicable, the NSW Department of Planning document "Development near Busy Roads and Rail Corridors - Interim Guideline" provides relevant criteria in relation to natural ventilation requirements.

With respect to natural ventilation of the dwelling, "Development near Busy Roads and Rail Corridors - Interim Guideline" dictates that:

> *"If internal noise levels with windows or doors open exceed the criteria by more than 10dB(A), the design of the ventilation for these rooms should be such that occupants can leave windows closed, if they so desire, and also to meet the ventilation requirements of the Building Code of Australia."*

With respect to natural ventilation of a dwelling the allowable internal noise goal is permitted to be 10dB(A) higher than when the windows are closed (i.e. – allowable level in bedrooms/studios becomes 45dB(A) $L_{eq(9hour)}$, and 50dB(A) $L_{eq(9hour)}$ in living rooms). Where noise levels would exceed this, the NSW Planning guideline recommends that a ventilation system be provided to achieve the ventilation requirements of the BCA with windows closed.

Given the multiple noise, and directions of noise sources, all apartments will require windows and doors to be closed in order to achieve the allowable internal noise levels. This does not mean that windows are required to be inoperable. Where the recommended internal noise levels cannot be achieved with windows open within the development, confirmation on the ventilation requirements for apartments will be required.

Any supplementary ventilation system or façade opening proposed to be installed to provide ventilation to apartments should be acoustically designed to ensure that the internal noise level requirements are achieved. In the event mechanically assisted ventilation is utilised, it should be acoustically designed so that internal noise levels within apartments are appropriate, and any external noise emissions to surrounding noise sensitive receivers is within the requirements detailed in section 6.3.4 of this report.

6 NOISE EMISSION CRITERIA

Noise emission criteria from the site have been determined based on the requirements of the following documents:

- Fairfield City Wide DCP 2013.
- NSW Environmental Protection Authority (EPA) Document – *'Noise Policy for Industry (NPfI) 2017*.
- NSW *EPA Road Noise Policy*

6.1 FAIRFIELD CITY COUNCIL – CITYWIDE DEVELOPMENT CONTROL PLAN 2013

Section 7.5.2.2 of the Fairfield City Wide DCP 2013 nominates the following with respect to noise emissions.

f) Air conditioning units proposed are to be detailed in the acoustic assessment.

There is no specific numerical noise emission criteria for the development. In this regard, reference will be made to the NSW EPA *Noise Policy for Industry*.

6.2 NOISE FROM INCREASED TRAFFIC GENERATION ON PUBLIC STREETS

For land use developments with the potential to create additional traffic the development should comply with the requirements for new developments detailed in the EPA Road Noise Policy, criteria as follows.

Table 4 - Criteria for Traffic Noise for New Developments

Time of day	Criteria for Acceptable Traffic Noise Level Sub-Arterial Roads - dB(A)	Criteria for Acceptable Traffic Noise Level Local Roads - dB(A)
Day (7am to 10pm)	60 $L_{Aeq\ (15hr)}$	55 $L_{Aeq\ (1hr)}$
Night (10pm to 7am)	55 $L_{Aeq\ (9hr)}$	50 $L_{Aeq\ (1hr)}$

For some roads, the level of existing traffic noise already exceeds the levels identified above. In these scenarios, and where practicable, noise on public roads as a result of increased traffic generation should not result in an increase in traffic noise level of more than 2dB(A). In this regard, the Policy relevantly states "*an increase of up to 2dB represents a minor impact that is considered barely perceptible to the average person*".

6.3 NSW EPA NOISE POLICY FOR INDUSTRY (NPI) 2017

The EPA NPI has two criteria which both are required to be satisfied, namely Intrusiveness and amenity. The NPI sets out acceptable noise levels for various localities. The policy indicates four categories to assess the appropriate noise level at a site. They are rural, suburban, urban and urban/industrial interface. Under the policy the nearest residential receivers would be assessed against the urban criteria.

Noise levels are to be assessed at the property boundary or nearby dwelling, or at the balcony or façade of an apartment.

6.3.1 Intrusiveness Criterion

The guideline is intended to limit the audibility of noise emissions at residential receivers and requires that noise emissions measured using the L_{eq} descriptor not exceed the background noise level by more than 5dB(A). Where applicable, the intrusive noise level should be penalised (increased) to account for any annoying characteristics such as tonality.

Background noise levels adopted are presented in Table 4-1. Noise emissions from the site should comply with the noise levels presented below when measured at nearby property boundary.

6.3.2 Project Amenity Criterion

The guideline is intended to limit the absolute noise level from all noise sources to a level that is consistent with the general environment.

The EPA's NPI sets out acceptable noise levels for various localities. The recommended noise amenity area is based upon the measured background noise levels at the sensitive receiver. Based on the measured background noise levels detailed in Table 4-1, the Noise Policy for Industry suggests the adoption of the 'urban' categorisation.

The NPI requires project amenity noise levels to be calculated in the following manner;

$$L_{Aeq,15min} = \textit{Recommended Amenity Noise Level} - 5\ dB(A) + 3\ dB(A)$$

The amenity levels appropriate for the receivers surrounding the project site are presented in Table 5

Table 5-1 – EPA Amenity Noise Levels

Type of Receiver	Time of day	Recommended Noise Level dB(A)$L_{eq(period)}$	Project Amenity Noise Level dB(A)$L_{eq(period)}$
Residential – Urban	Day	60	58
	Evening	50	48
	Night	45	43
Commercial premises	When in use	65	63
Industrial premises	When in use	70	68

The NSW EPA Noise Policy for Industry (2017) defines;

- Day as the period from 7am to 6pm Monday to Saturday and 8am to 6pm Sundays and Public Holidays;
- Evening as the period from 6pm to 10pm.
- Night as the period from 10pm to 7am Monday to Saturday and 10pm to 8am Sundays and Public Holidays

6.3.3 Sleep Arousal Criteria

The Noise Policy for Industry recommends the following noise limits to mitigate sleeping disturbance:

Where the subject development / premises night -time noise levels at a residential location exceed:

- *$L_{Aeq,15min}$ 40 dB(A) or the prevailing RBL plus 5 dB, whichever is the greater, and/or*
- *L_{AFmax} 52 dB(A) or the prevailing RBL plus 15 dB, whichever is the greater, a detailed maximum noise level even assessment should be undertaken.*

Table 6-2 - Sleep Arousal Criteria for Residential Receivers

Receiver	Rating Background Noise Level (Night) dB(A)L_{90}	Emergence Level
Residences Surrounding Site Night (10pm – 7am)	39 dB(A) L_{90}	44 dB(A)$L_{eq,\ 15min}$; 54 dB(A)L_{AFmax}

6.3.4 Summarised Noise Policy for Industry Criteria

Table 6-3 – EPA NPI Noise Emission Criteria

Time Period	Assessment Background Noise Level dB(A)L_{90}	Project Amenity Criteria dB(A) L_{eq}	Intrusiveness Criteria $L_{eq(15min)}$	NPI Criteria for Sleep Disturbance
Day	49	58	**54**	N/A
Evening	45	**48**	50	N/A
Night	39	**43**	44	44 dB(A)$L_{eq,\ 15min}$; 54 dB(A)L_{AFmax}

Note: Bolded noise levels indicate the project noise trigger level for the relevant time period.

6.4 FUTURE MECHANICAL PLANT ON SITE

The detailed location of air conditioning units and specific equipment selections are not available at this stage, however the following indicative assessment is provided:

- Air conditioning condenser units are currently proposed to be located on the roof of buildings within theb development.
- Depending on the specific selection and quantity of units required (for example, one condenser unit per apartment, or larger units which service multiple apartments).
- For condenser units located in communal plant areas, consideration may need to be given to plant screening or appropriate location of the units away from adjoining residents.
- The extent of any screening and the required acoustic properties (i.e. construction materials, height etc) may be determined as part of the detailed design of the project.

Cumulative assessment of plant noise is recommended when conducting the acoustic design of plant items. Compliance with NSW *Noise Policy for Industry* (2017) criteria as set out in Section 6.3.4 will be achievable, provided that detailed acoustic review of plant items is undertaken once plant is selected, and standard acoustic treatments (such as in-duct attenuation, barriers, appropriate location of plant items etc) are adopted.

6.5 TRAFFIC NOISE INCREASE BY THE PROPOSED DEVELOPMENT

The traffic report for the proposed development prepared by *The Transport Planning Partnership* (doc ref: 20384, V04, dated 21/04/21) presents overall daily traffic generation by the development of 181 vehicles per day, or a peak generation of 34 vehicles in peak hour.

Given the existing traffic volumes and noise levels along Restwell Road, the additional generation from the development would be negligible, and substantially below a 2 dB(A) increase which would present a negligible impact.

6.6 CARPARKING FACILITIES ON THE SOUTH WESTERN CORNER

An extension to the existing carparking facility is proposed on the south western aspect of the site along Prairie Vale Road. The carpark will be accessed from the existing access points. Residents along Holbrook Street will be closest to the proposed extension.

6.6.1 Acoustic Data

Car park noise emissions are predicted to the closest residential receivers based on the noise levels detailed in Table 6 (sound power levels are based on measurements conducted by this office of similar studies).

Table 6 – Average (L_{eq}) Noise Levels Associated with Car Park

Noise Source	Sound Power Level, dB(A)
Car Manoeuvring @ 10km/hr	84
Car Engine Starting	90
Car Door Slamming	95

6.6.2 Assumptions for Car Park Operation (Peak Usage)

As identified in Section 5.2.6, a survey of carpark usage has been undertaken by *The Transport Planning Partnership* (doc ref: 20384, V04, dated 21/04/21). Results of the survey indicate a peak/maximum usage of the carpark generating approximately 100-140 vehicles movements in a 15 minute period, with usage outside of this time generally below 50 vehicles.

6.6.3 Predicted Noise Levels from Car Park at Most Affected Receivers

Predicted noise levels from peak usage of the carpark is presented below, and compared to the evening criteria.

Table 7 – Predicted Average (L_{eq}) Noise Levels from Car Park Operation

Noise Source	Receiver	Time of Operation	Predicted Noise Level dB(A)$L_{eq(15min)}$	Criteria dB(A)$L_{eq(15min)}$	Complies
Peak Use of On-Site Carparking Facilities	Residents Along Holbrook Street	Evening (6pm – 10pm)	44	≤ 48 (Evening Amenity)	Yes

6.6.4 Assumptions for Car Park Operation (Sleep Disturbance)

As the carpak may be used during the night time period, a sleep disturbance assessment is conducted below to ensure noise trigger levels outlined in Section 6.3.3. are not exceeded to maintain the amenity of surrounding residential receivers.

Maximum noise levels have been predicted from the closest car spaces within the carpark to residents.

6.6.5 Predicted Noise Levels from Car Park at Most Affected Receivers (Sleep Disturbance)

Table 8 – Predicted Noise Levels from Car Park (Sleep Disturbance)

Noise Source	Receiver	Time of Operation	Predicted Noise Level	Criteria	Complies
Car Door Slam / Engine Start / Manoeuvring to Exit	Residents Along Holbrook Street	Night Time (10pm – 7am)	52 dB(A)L_{Fmax}	≤ 54 dB(A)L_{Fmax} (Sleep Disturbance)	Yes

7 CONCLUSION

This report provides the results of the assessment of potential noise emissions from the proposed independent living units to be located at the north east boundary of the existing Club Marconi, located at 121 – 133 Prairie Vale Road, Bossley Park.

Provided that the recommendations in Section 5.2 of this report are adopted, internal noise levels for the development will comply with the acoustic requirements of the following documents:

- Fairfield City Wide DCP 2013.
- Australian and New Zealand AS/NZS 3671:1989 'Acoustics—Road traffic noise intrusion—Building siting and construction'.
- Australian and New Zealand AS/NZS 2107:2016 'Recommended design sound levels and reverberation times for building interiors'.

External noise emissions criteria for future mechanical plant have been established in this report to satisfy the requirements from the following documents:

- Fairfield City Wide DCP 2013.
- NSW Environmental Protection Authority (EPA) Document – *'Noise Policy for Industry (NPfI) 2017*.
- NSW EPA *Road Noise Policy*

Please contact us should you have any further queries.

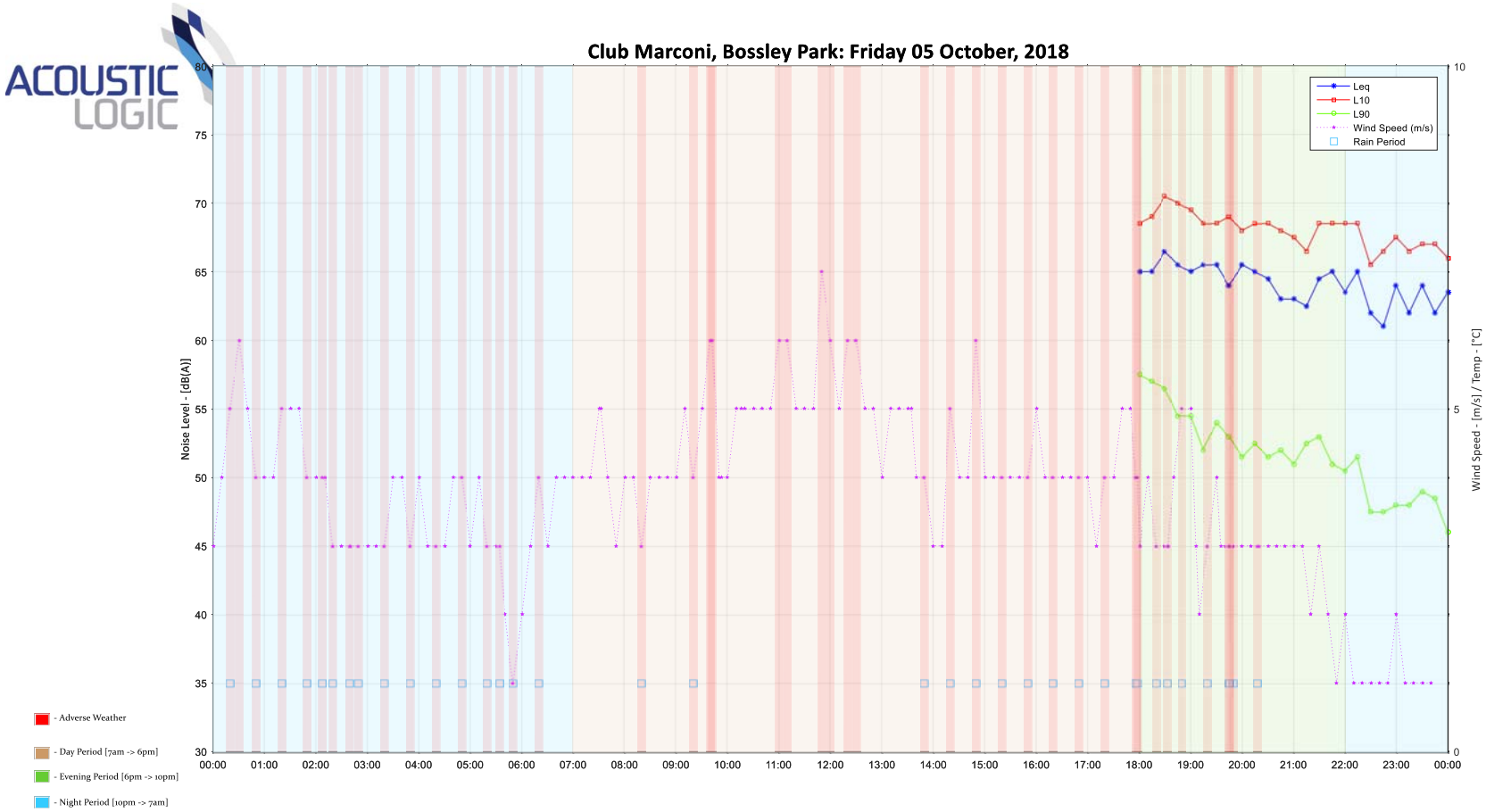
Yours faithfully,



Acoustic Logic Pty Ltd
Alex Washer

APPENDIX 1 – UNATTENDED BACKGROUND NOISE MONITORING DATA

RESTWELL ROAD - 2018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Leq
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L90
Wind Speed (m/s)
Rain Period
- Adverse Weather
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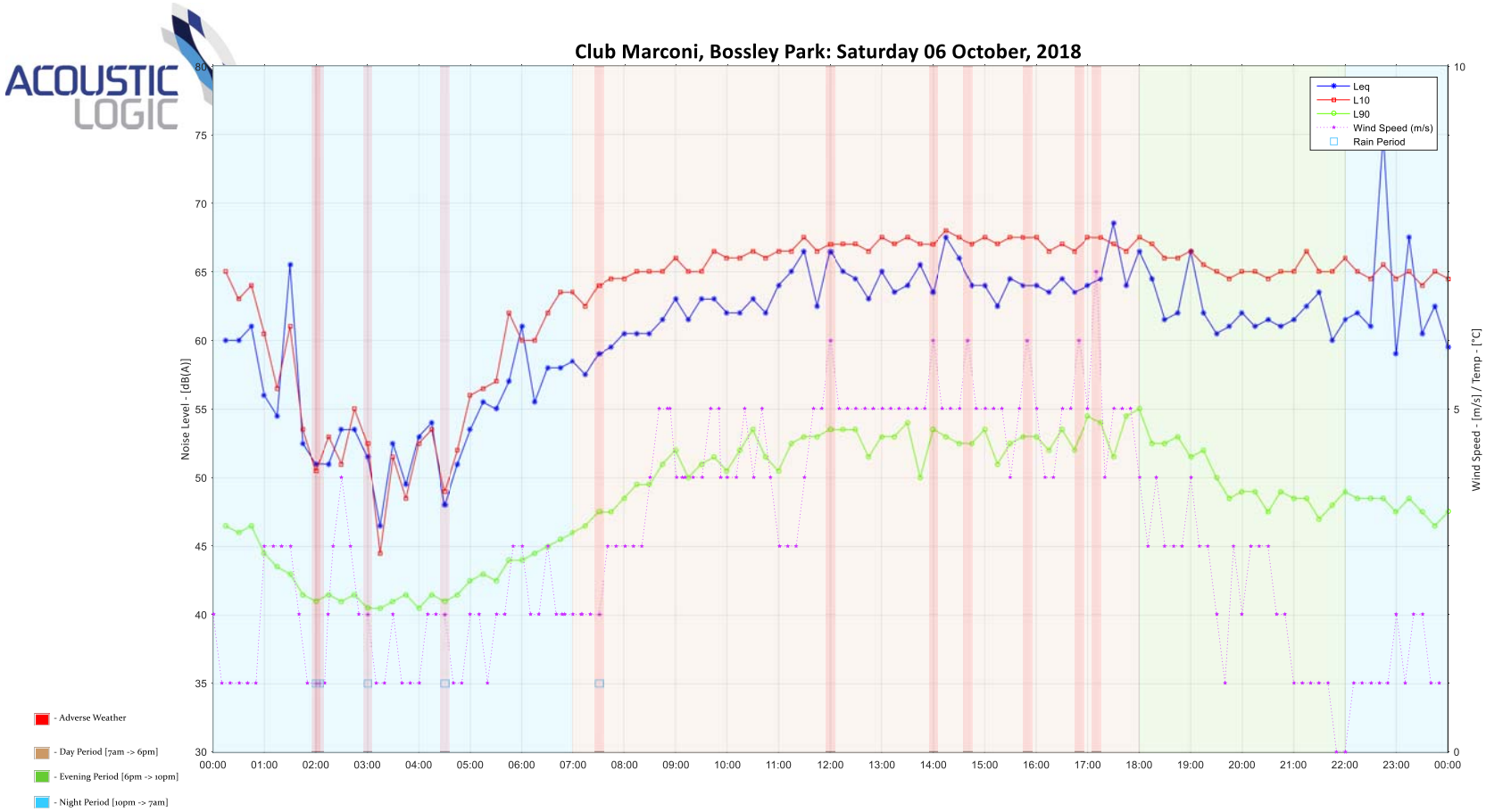
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]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Rain Period
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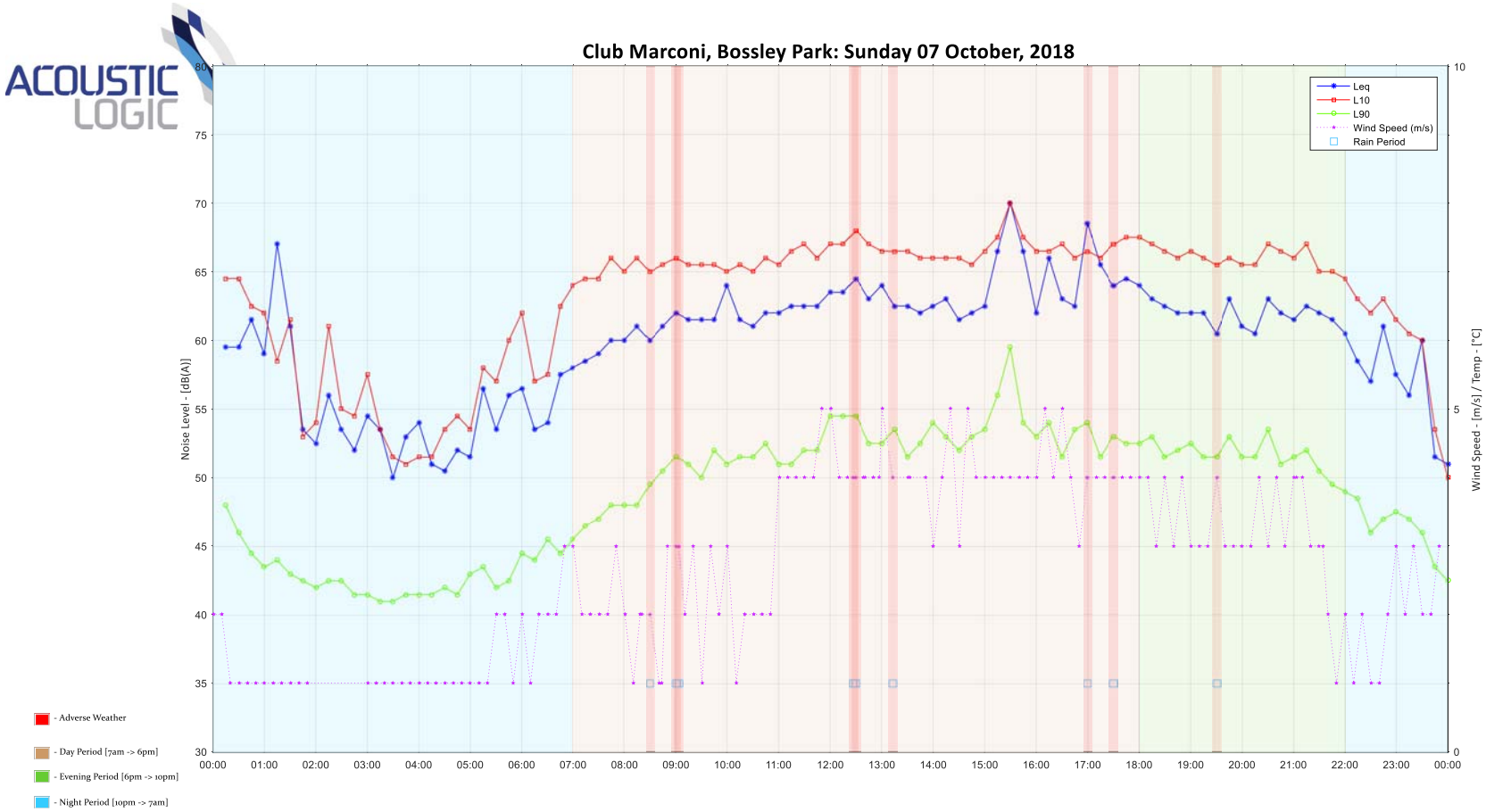
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Rain Period
Noise Level - [dB(A)]
Wind Speed - [m/s] / Temp - [°C]
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65
60
55
50
45
40
35
30
10
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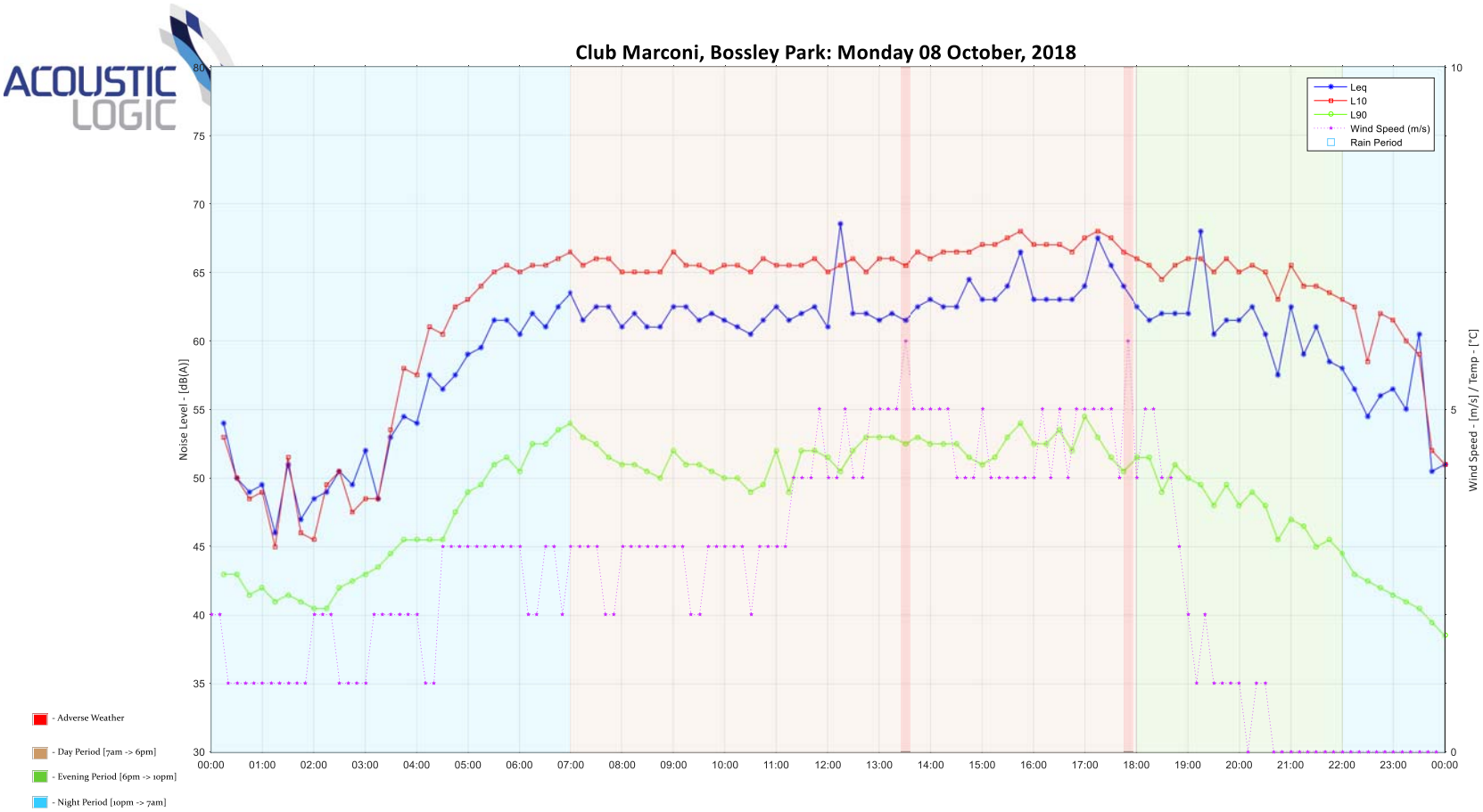
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Leq
L10
L90
Wind Speed (m/s)
Rain Period
- Adverse Weather
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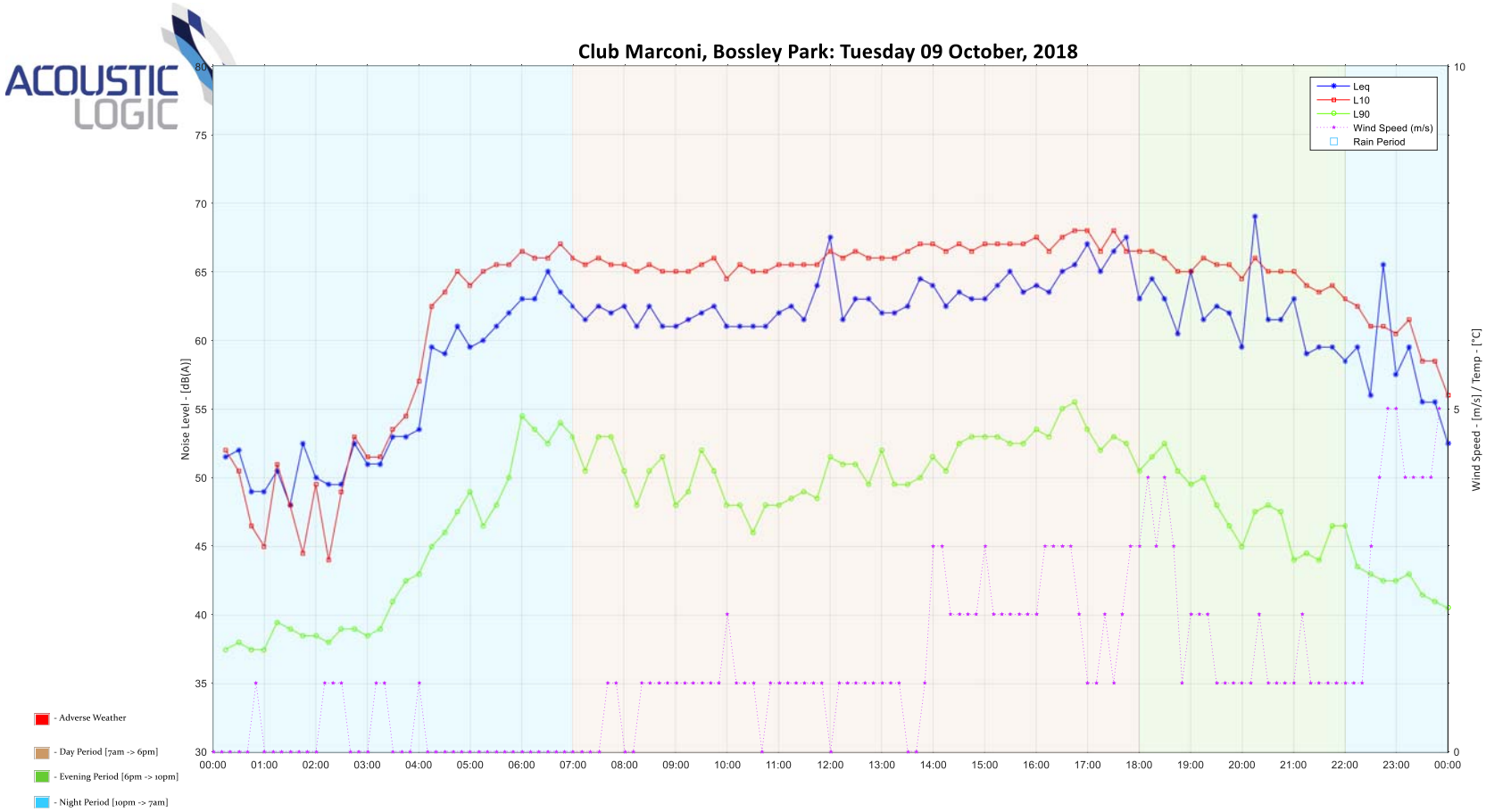
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]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Rain Period
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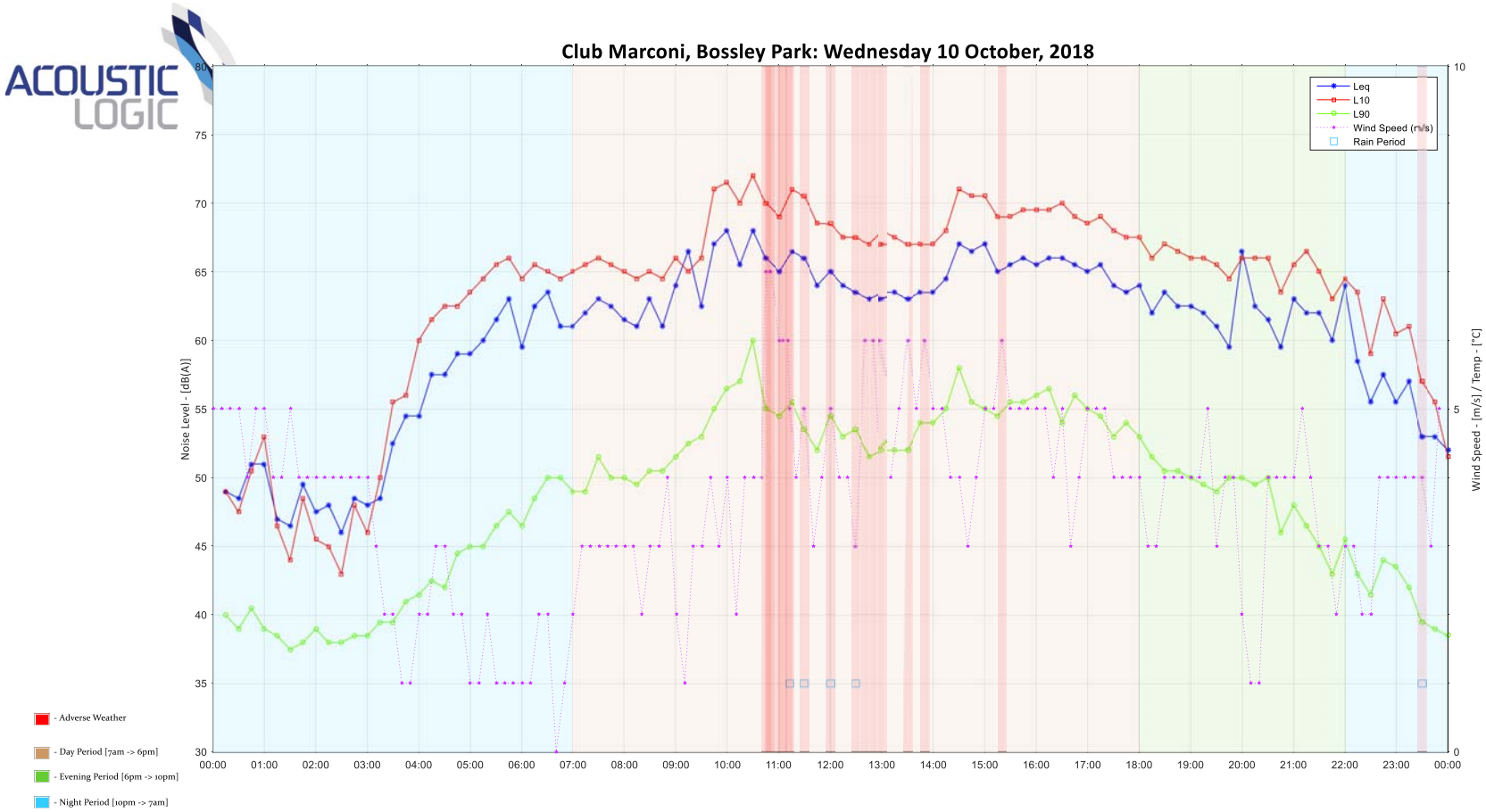
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Wind Speed - [m/s] / Temp - [°C]
Leq
L10
L90
Wind Speed (m/s)
Rain Period
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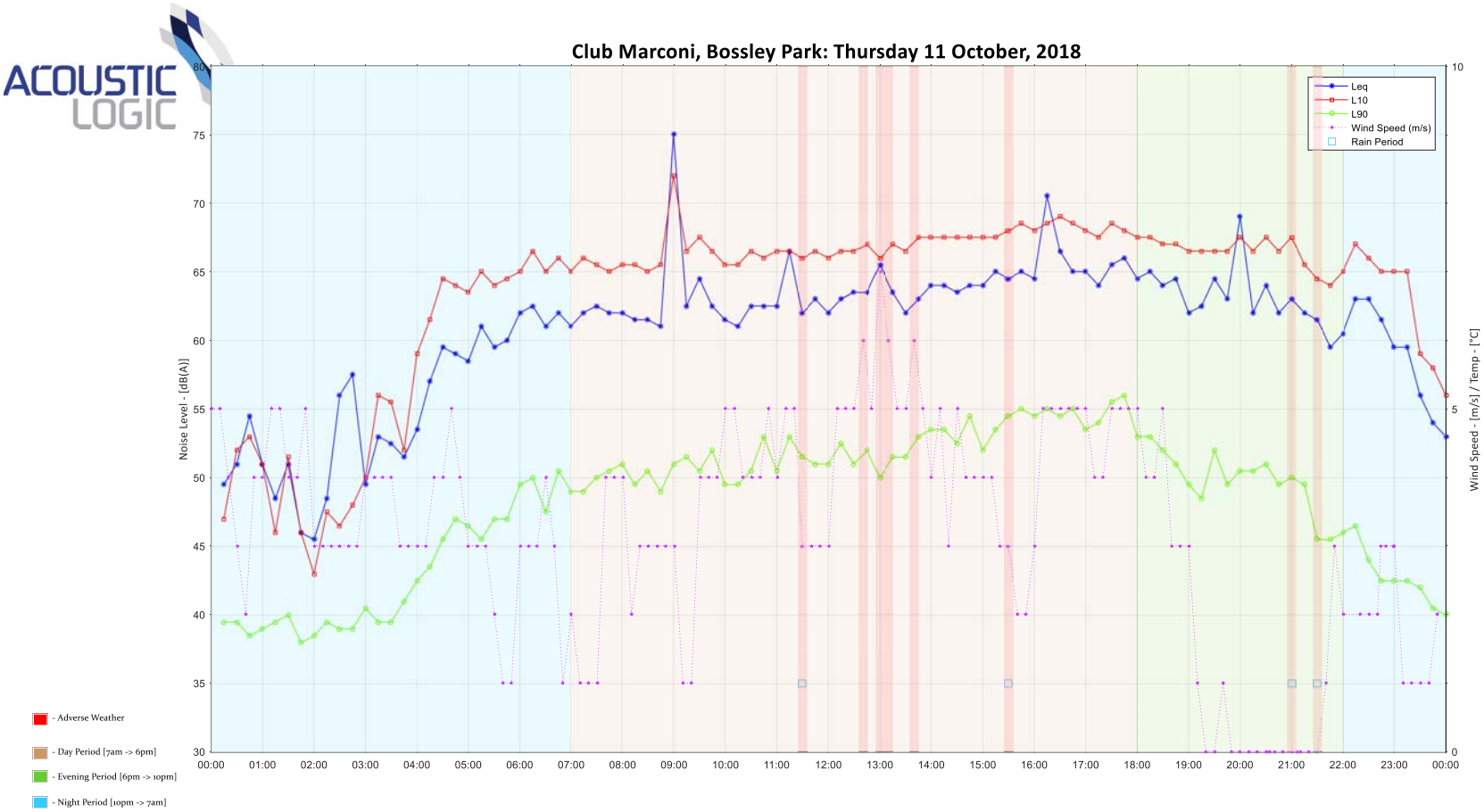
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Wind Speed (m/s)
Rain Period
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- Evening Period [6pm -> 10pm]
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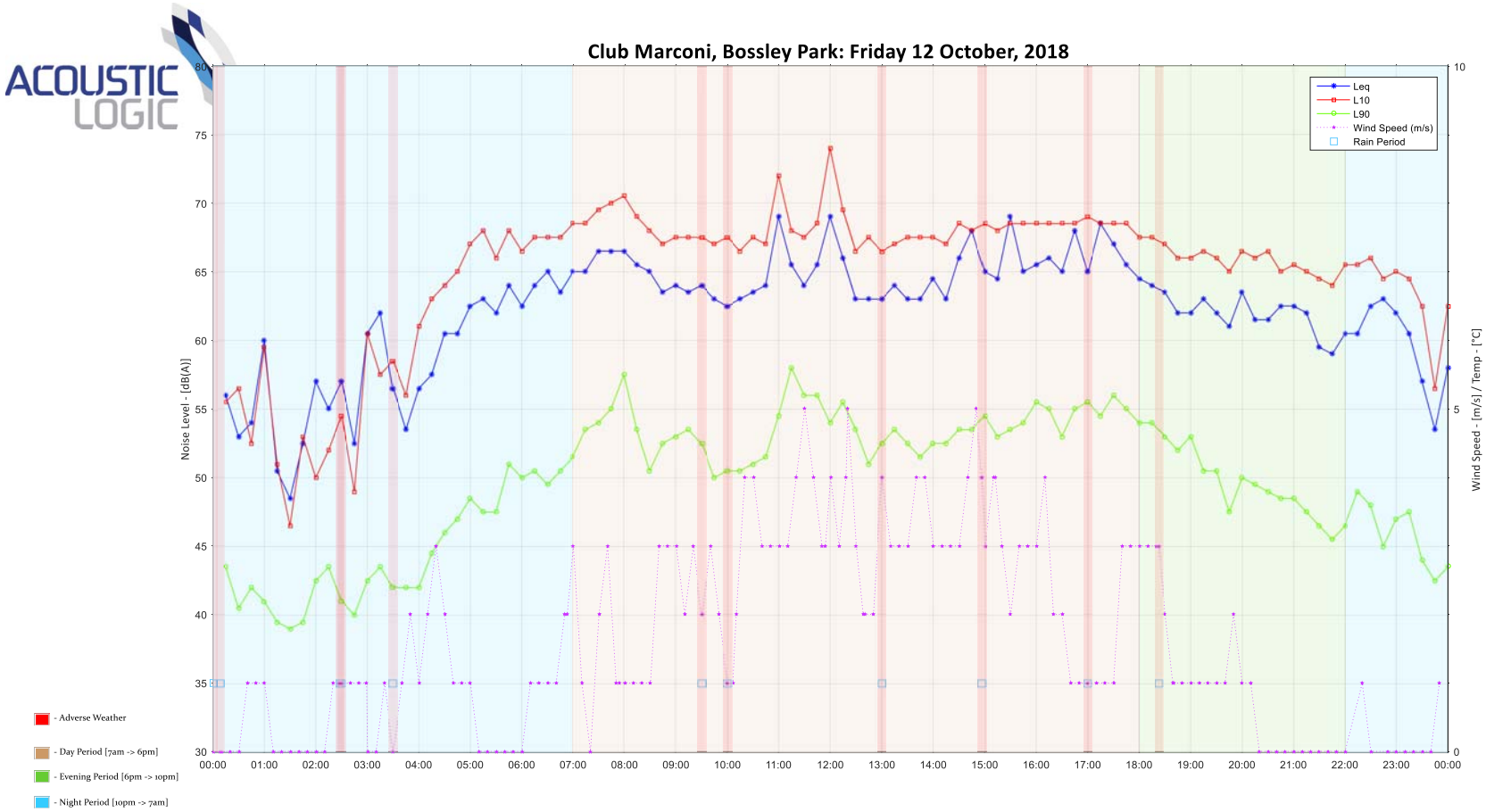
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Rain Period
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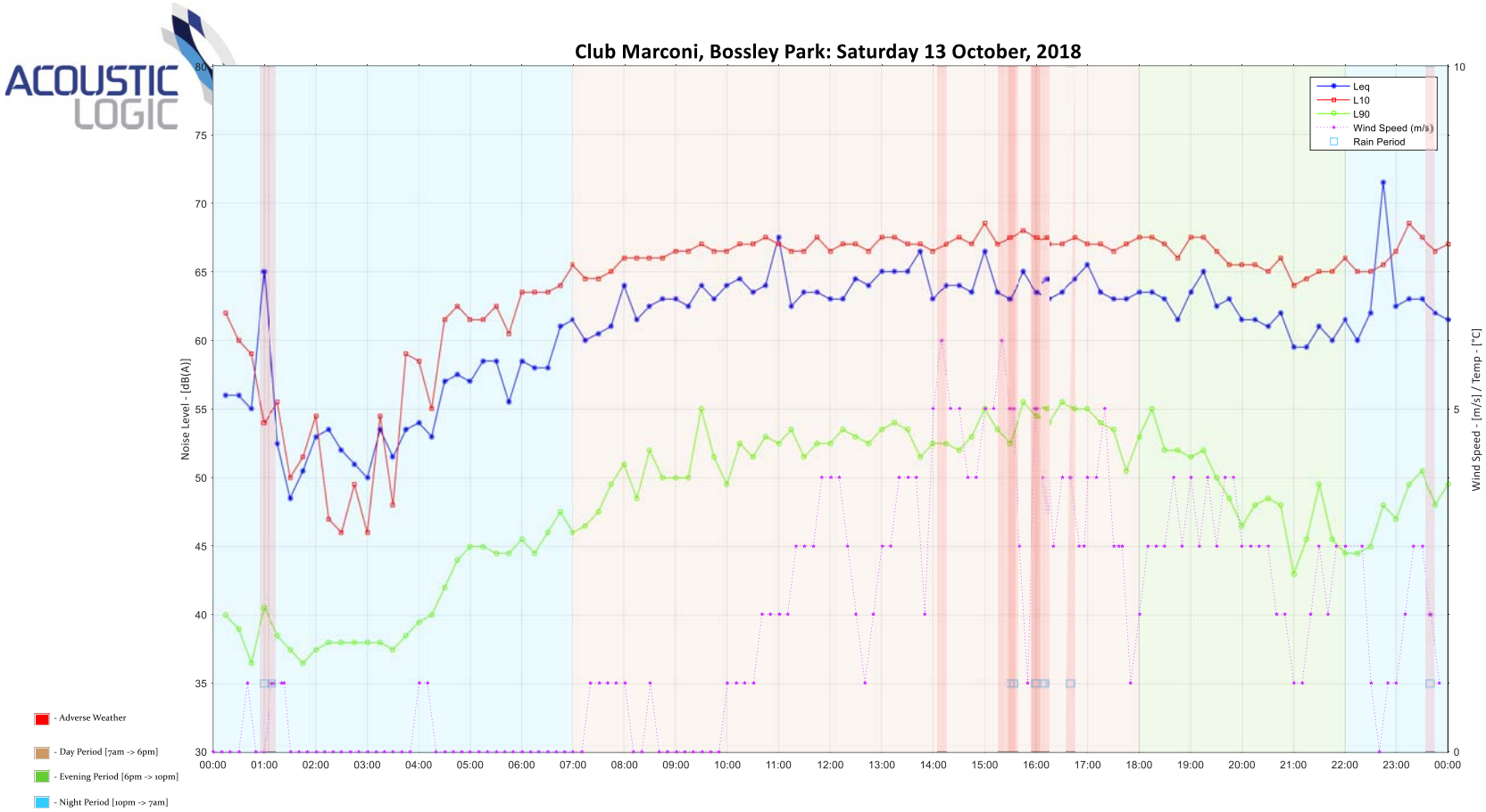
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Rain Period
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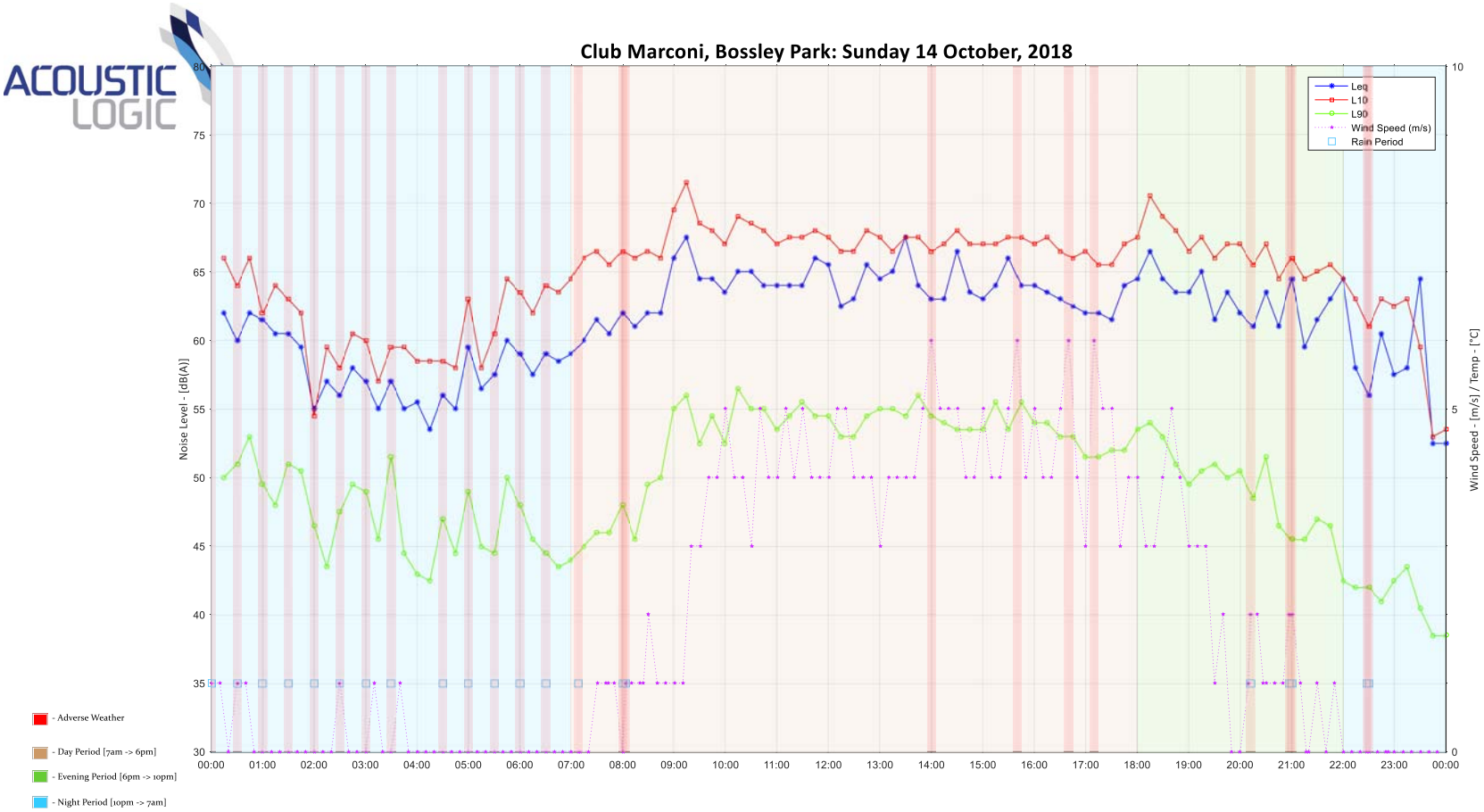
Club Marconi, Bossley Park: Sunday 14 October, 2018
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L90
Wind Speed (m/s)
Rain Period
Noise Level - [dB(A)]
Wind Speed - [m/s] / Temp - [°C]
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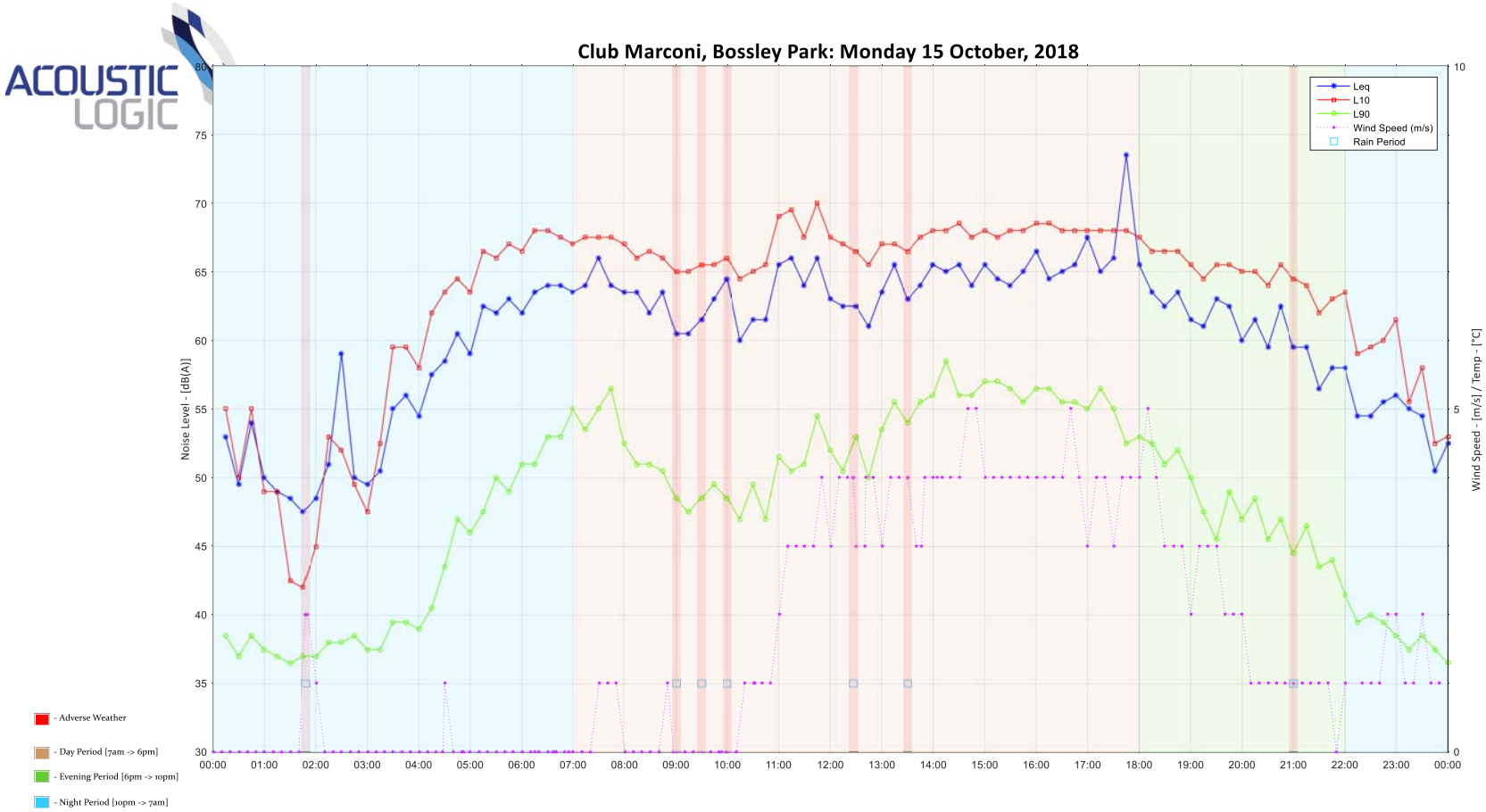
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Rain Period
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- Evening Period [6pm -> 10pm]
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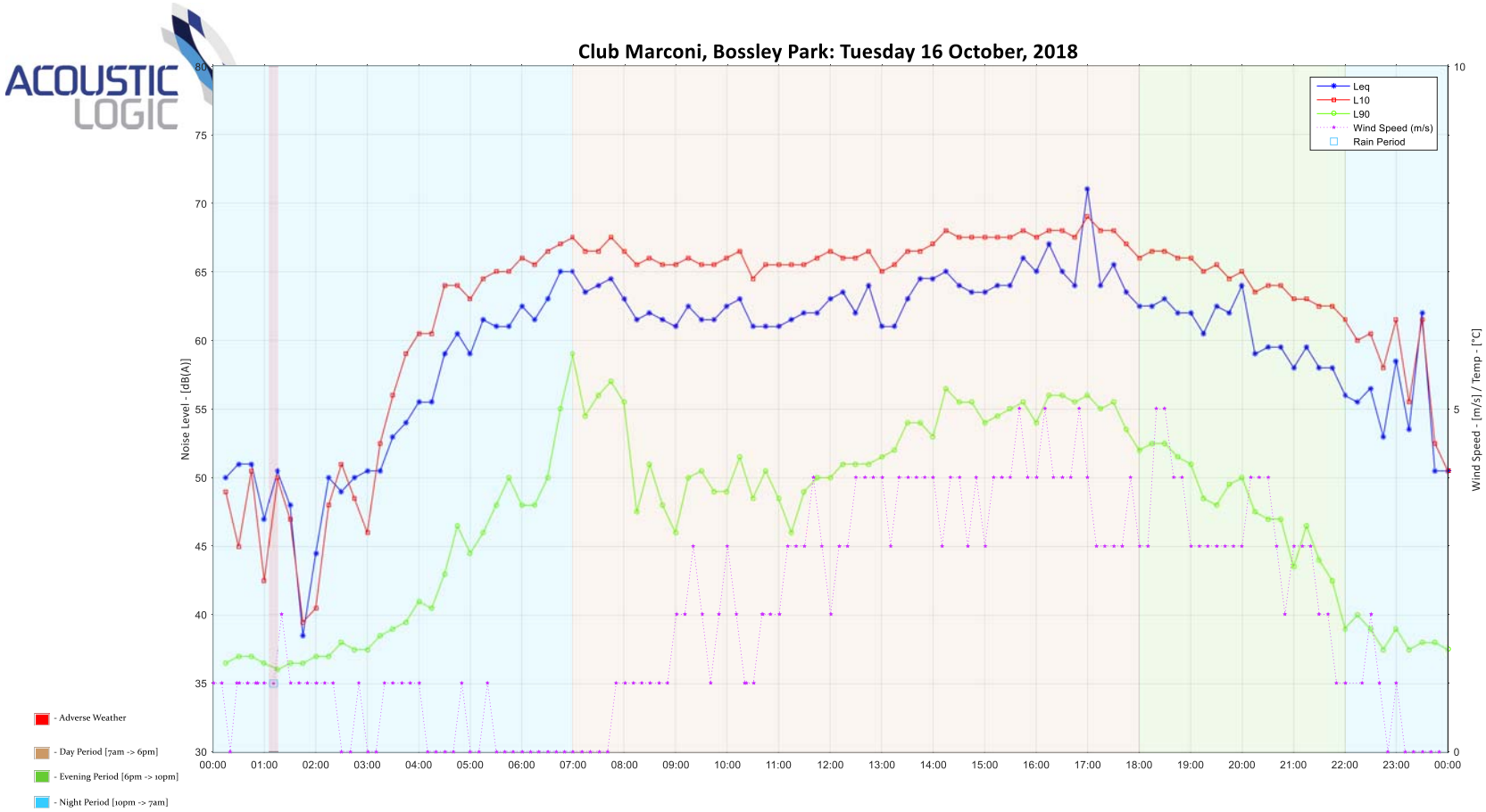
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Wind Speed (m/s)
Rain Period
Noise Level - [dB(A)]
Wind Speed - [m/s] / Temp - [°C]
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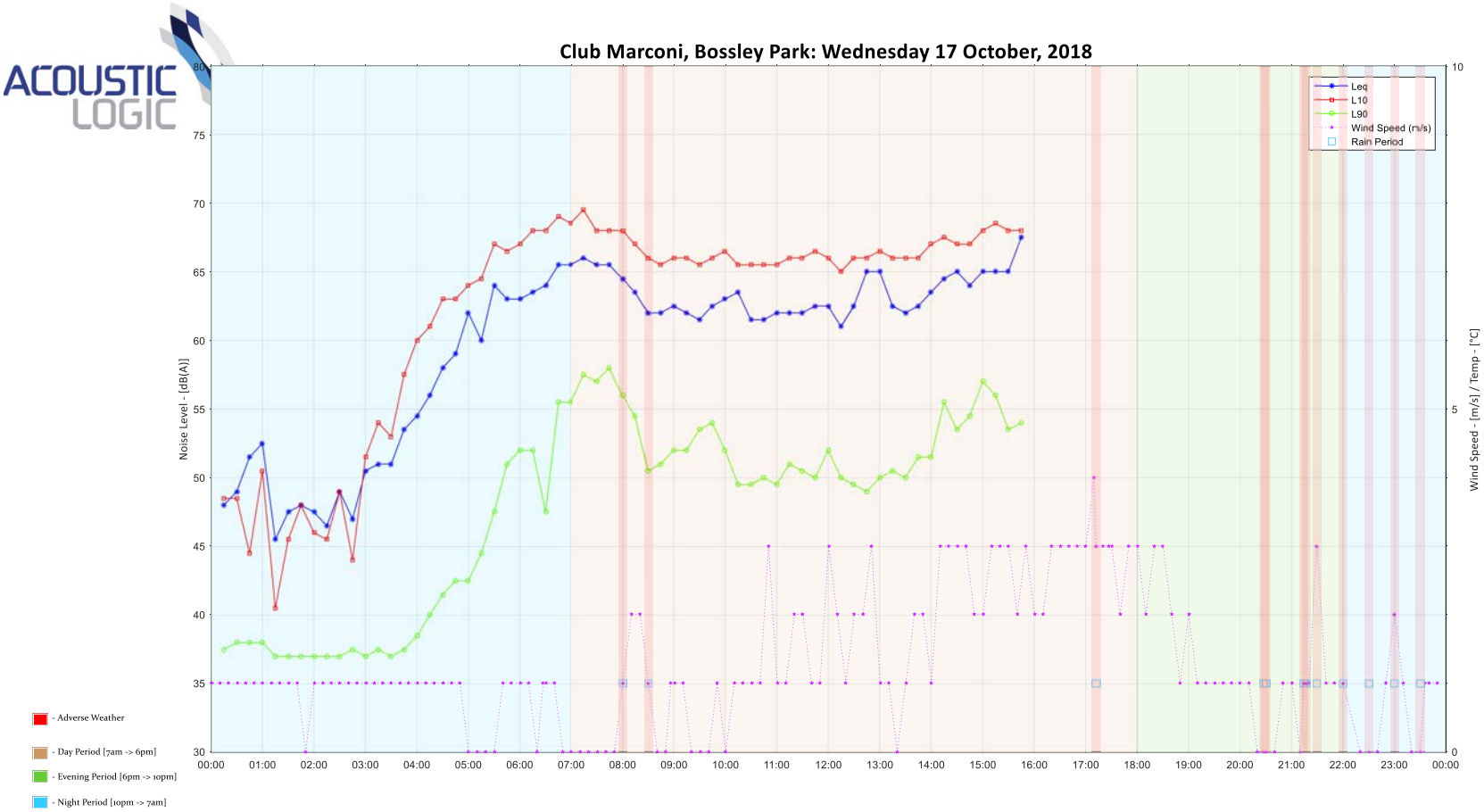
- Adverse Weather
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]


Club Marconi, Bossley Park: Wednesday 17 October, 2018
Noise Level - [dB(A)]
Wind Speed - [m/s] / Temp - [°C]
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Wind Speed (m/s)
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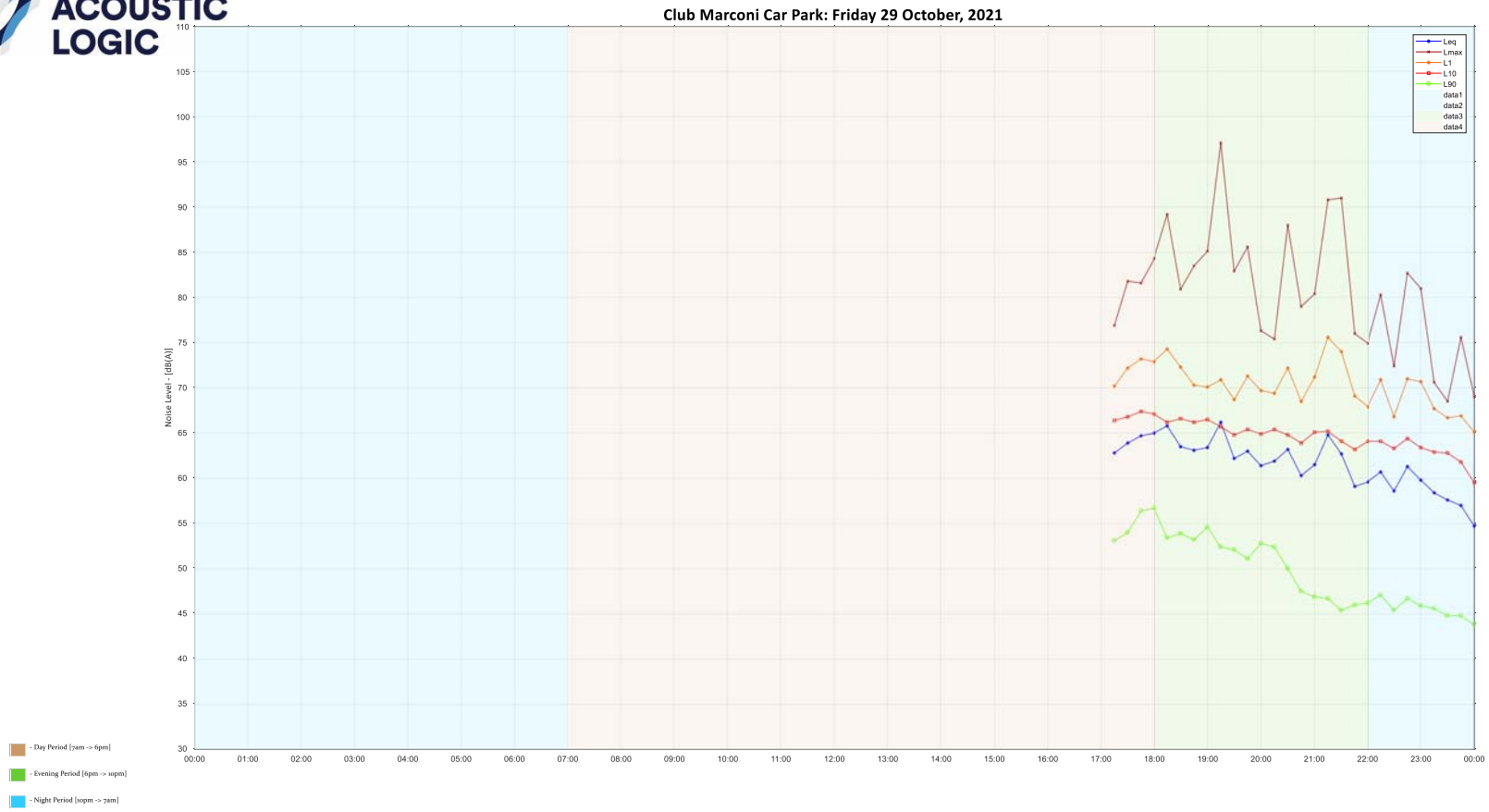
- Adverse Weather
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]

RESTWELL ROAD - 2021


Club Marconi Car Park: Friday 29 October, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
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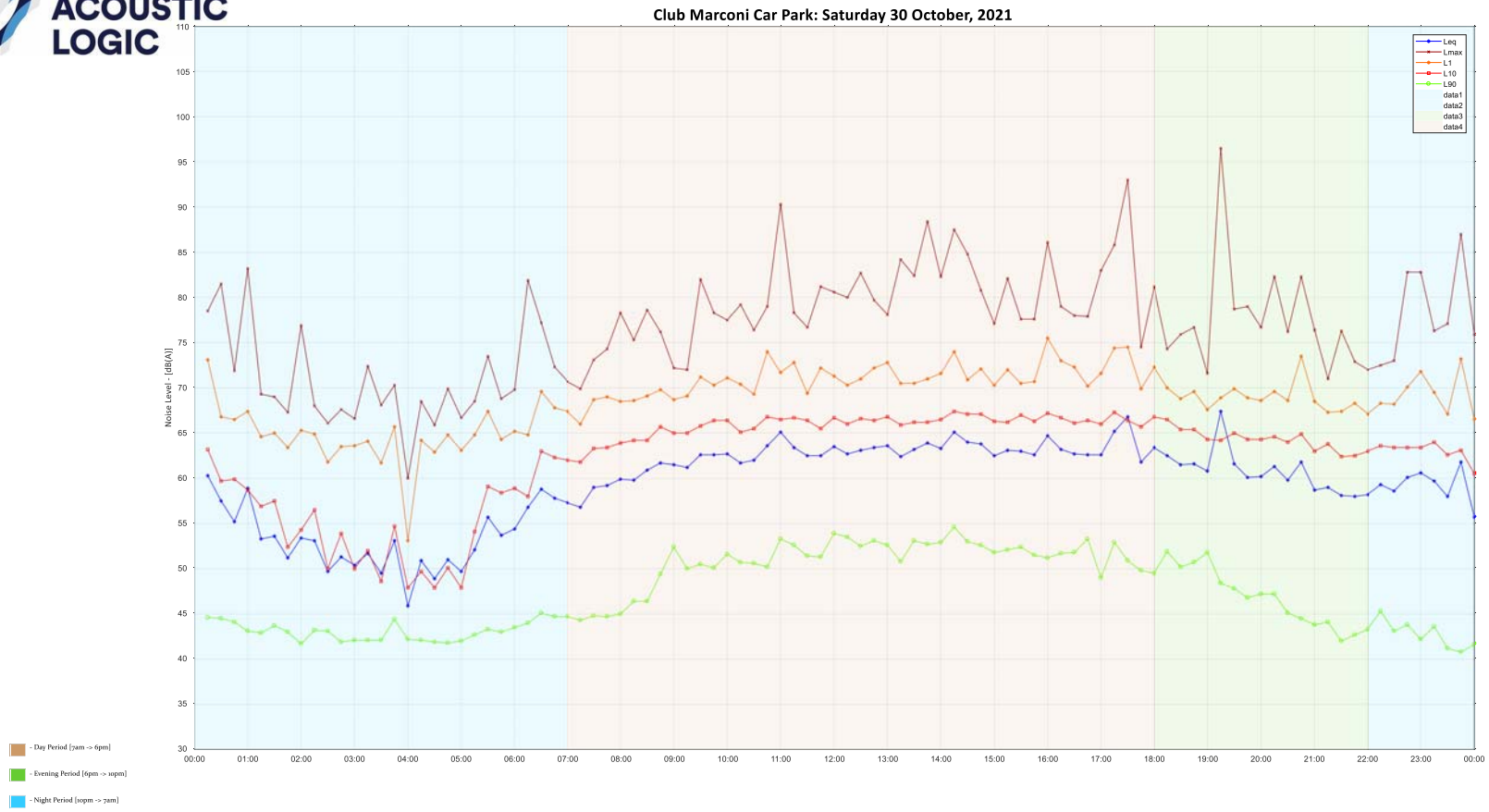
Club Marconi Car Park: Saturday 30 October, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
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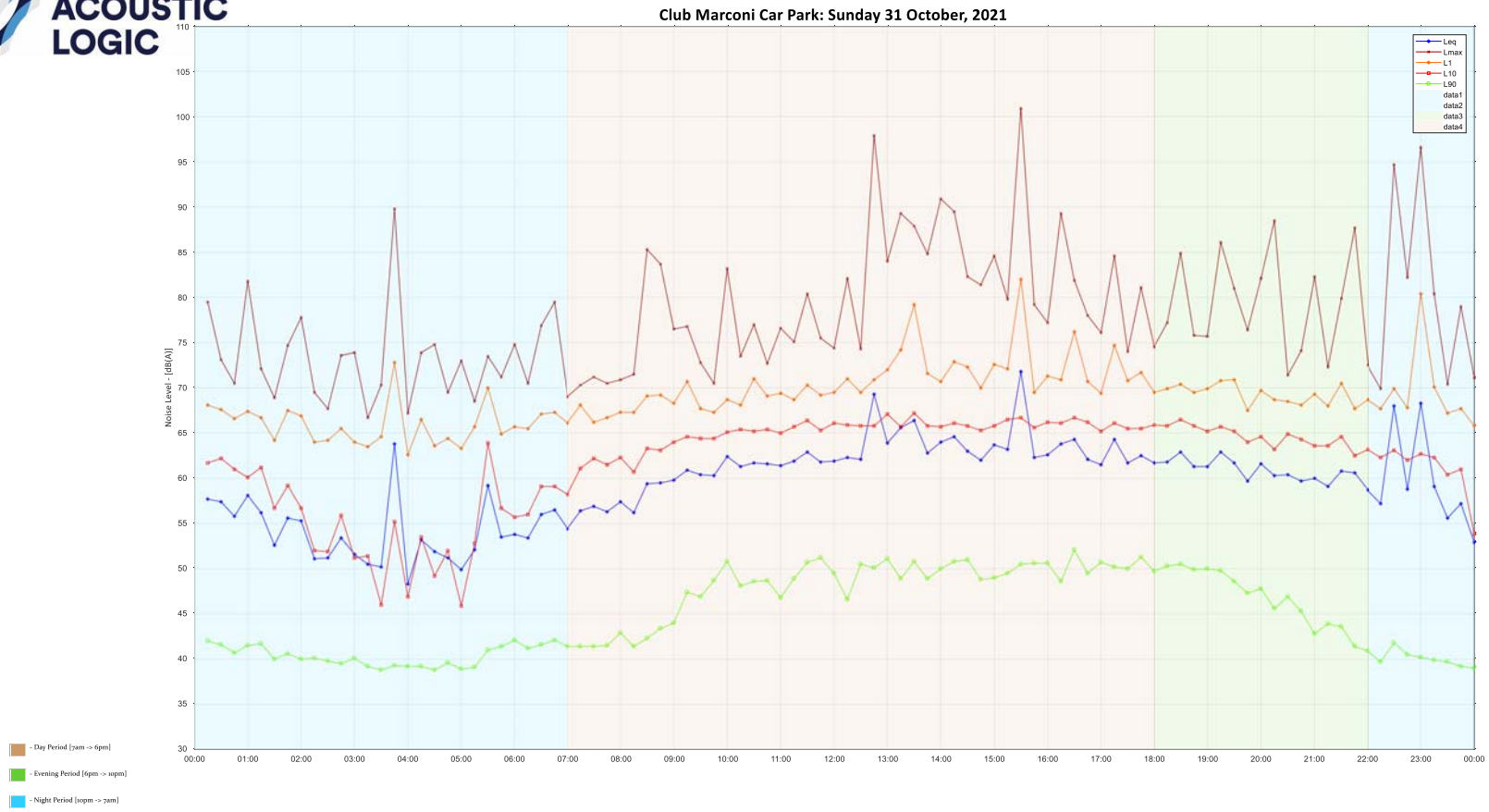
Club Marconi Car Park: Sunday 31 October, 2021
Noise Level - [dB(A)]
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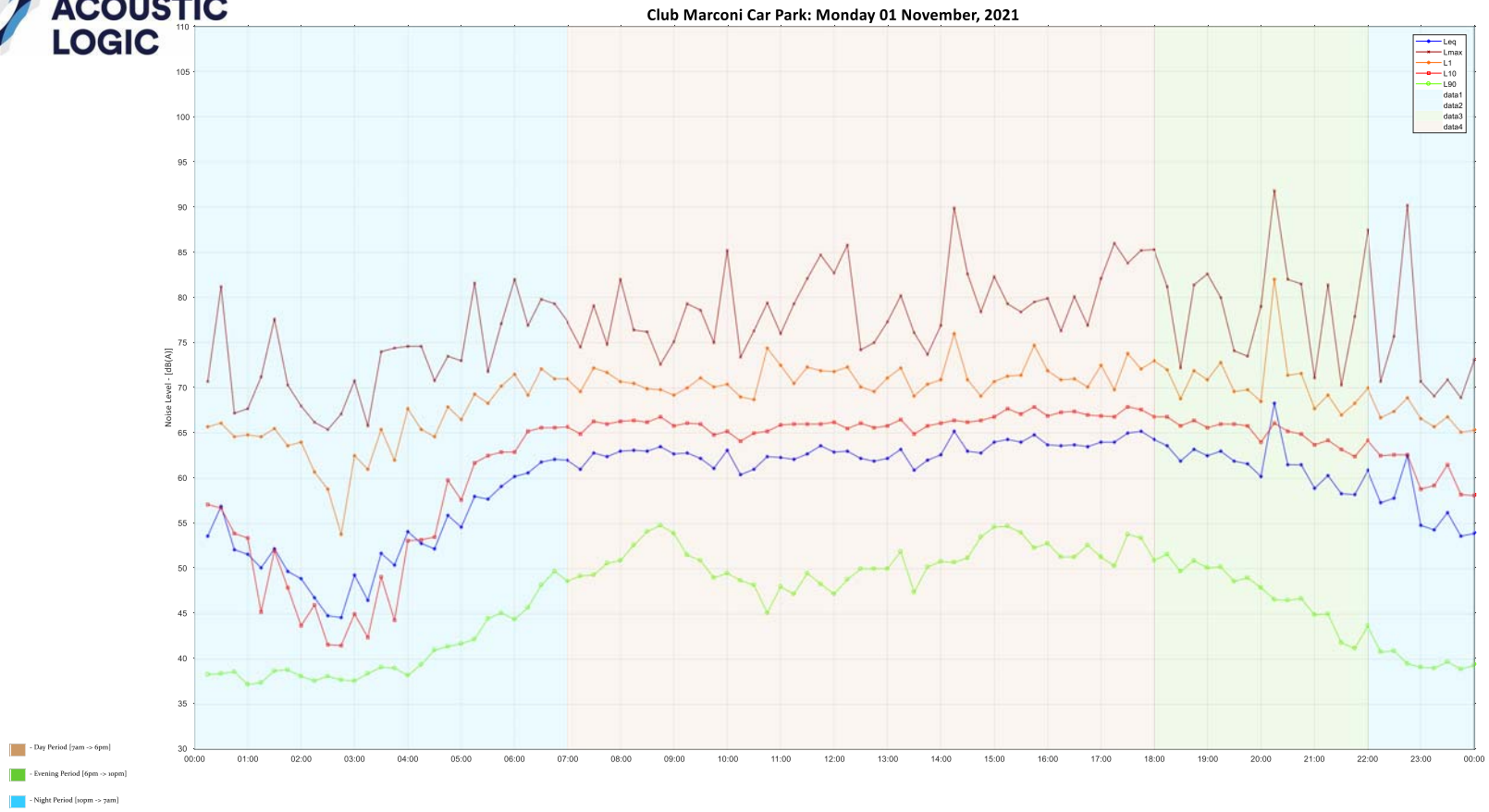
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]


Club Marconi Car Park: Monday 01 November, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
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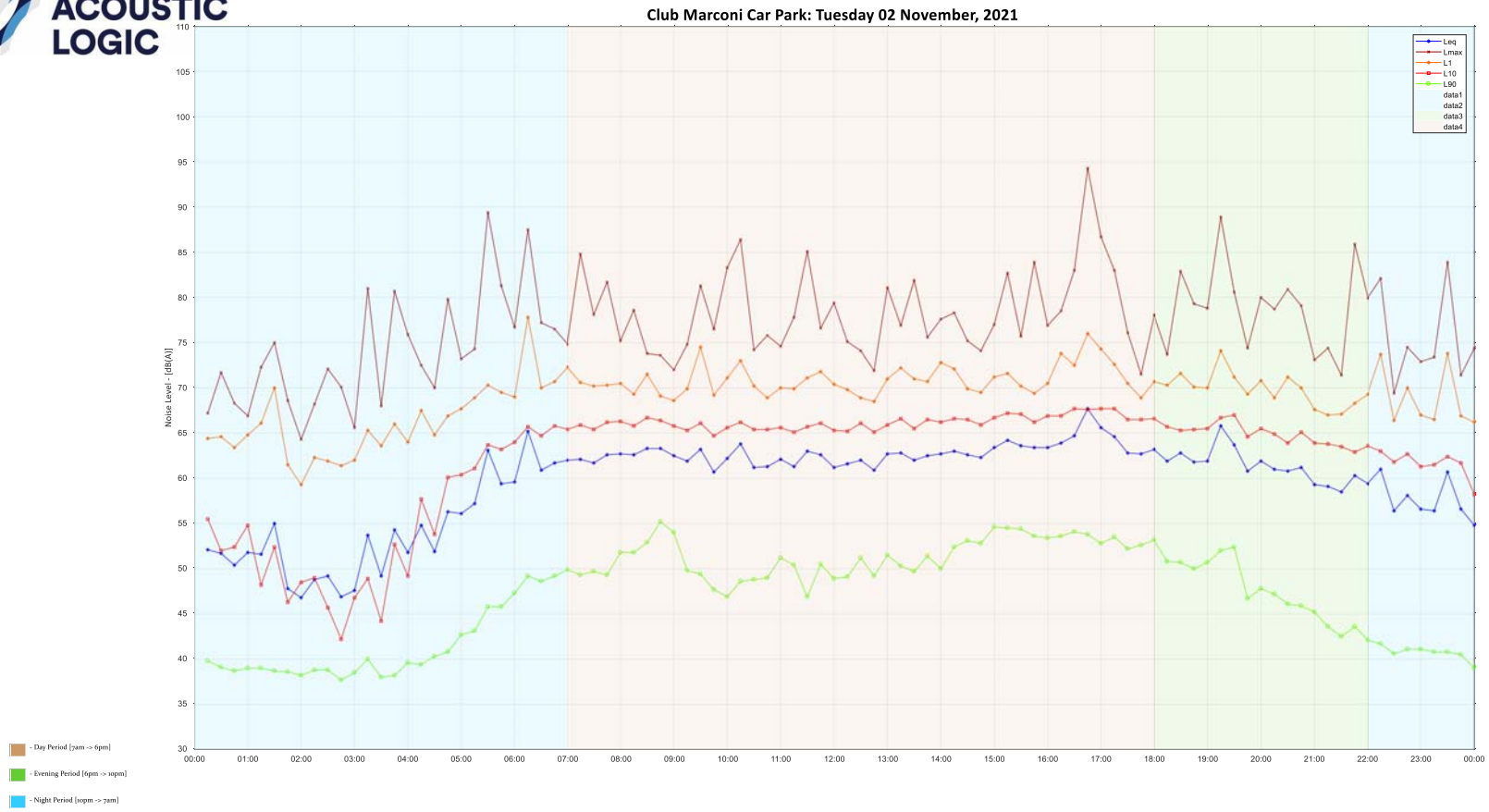
Club Marconi Car Park: Tuesday 02 November, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
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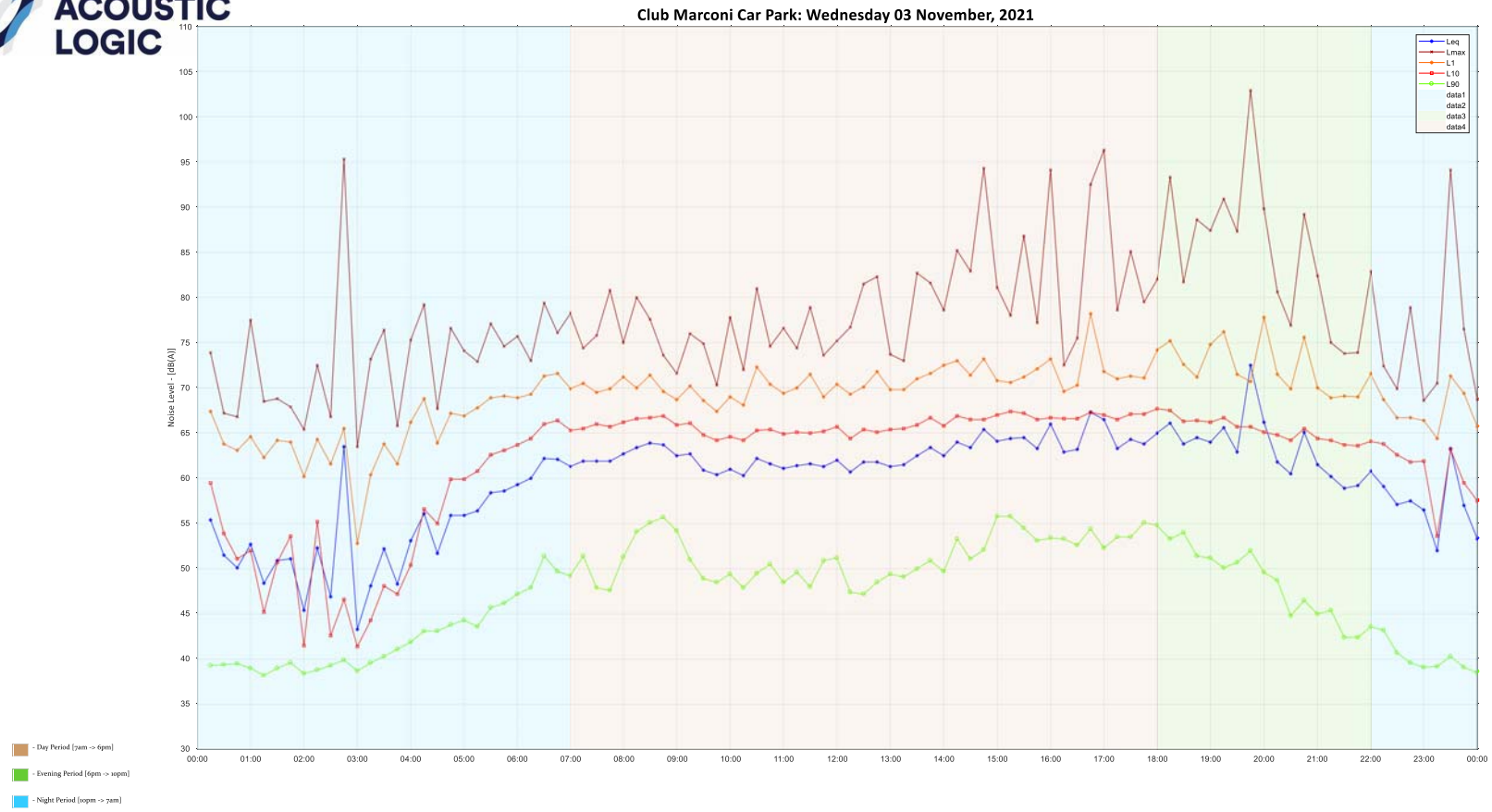
Club Marconi Car Park: Wednesday 03 November, 2021
Noise Level - [dB(A)]
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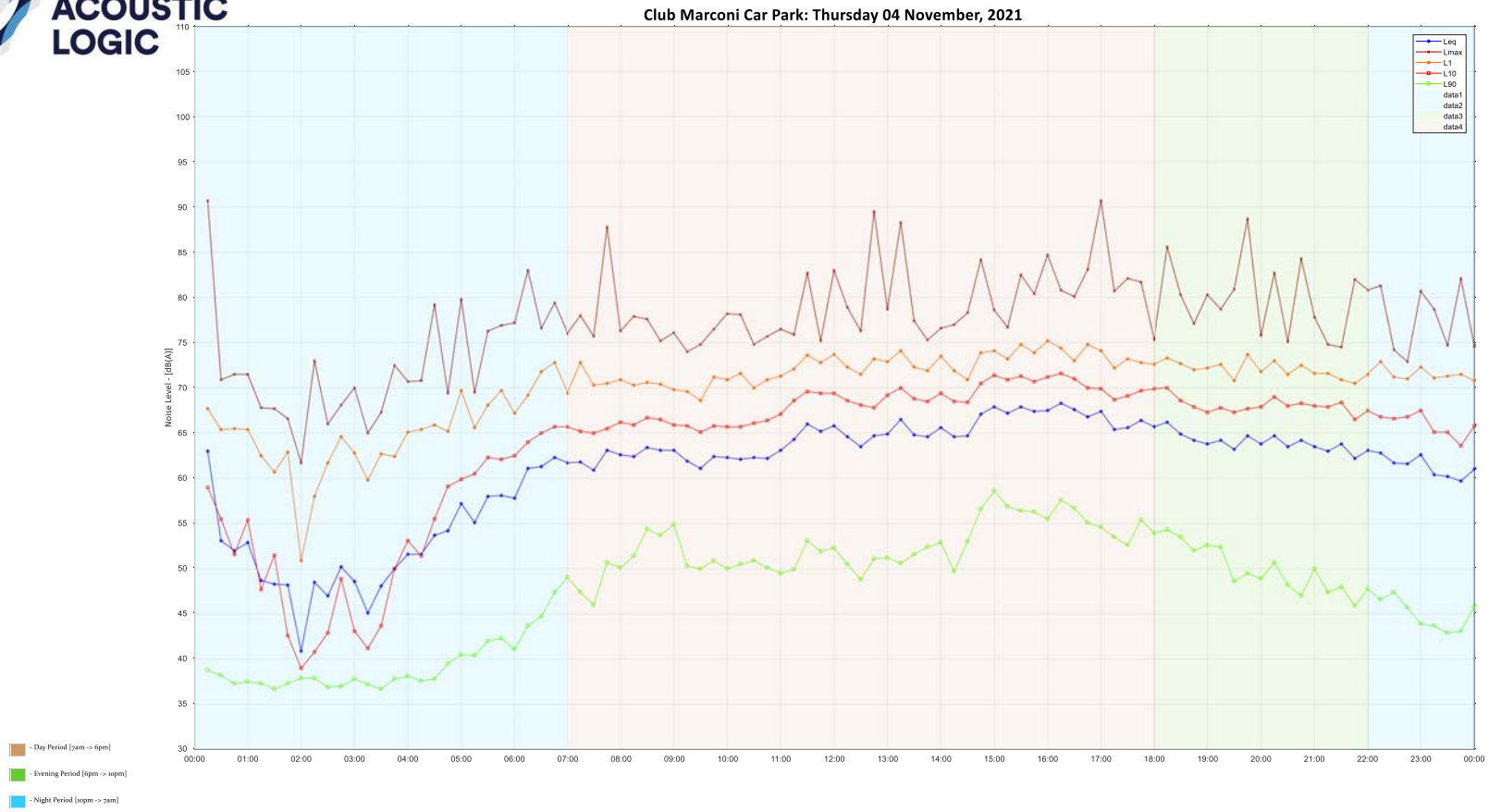
Club Marconi Car Park: Thursday 04 November, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
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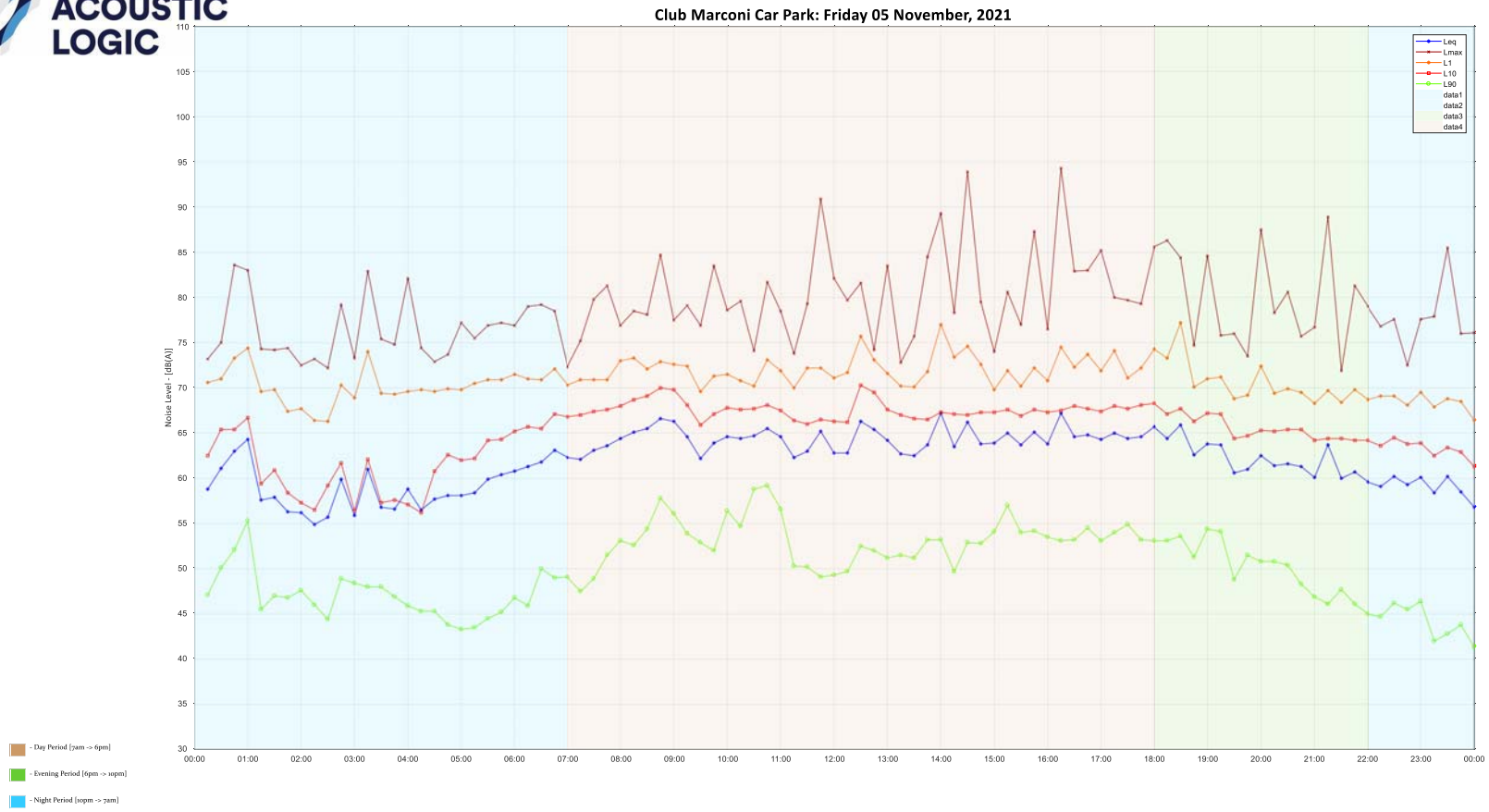
- Night Period [10pm -> 7am]


Club Marconi Car Park: Friday 05 November, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
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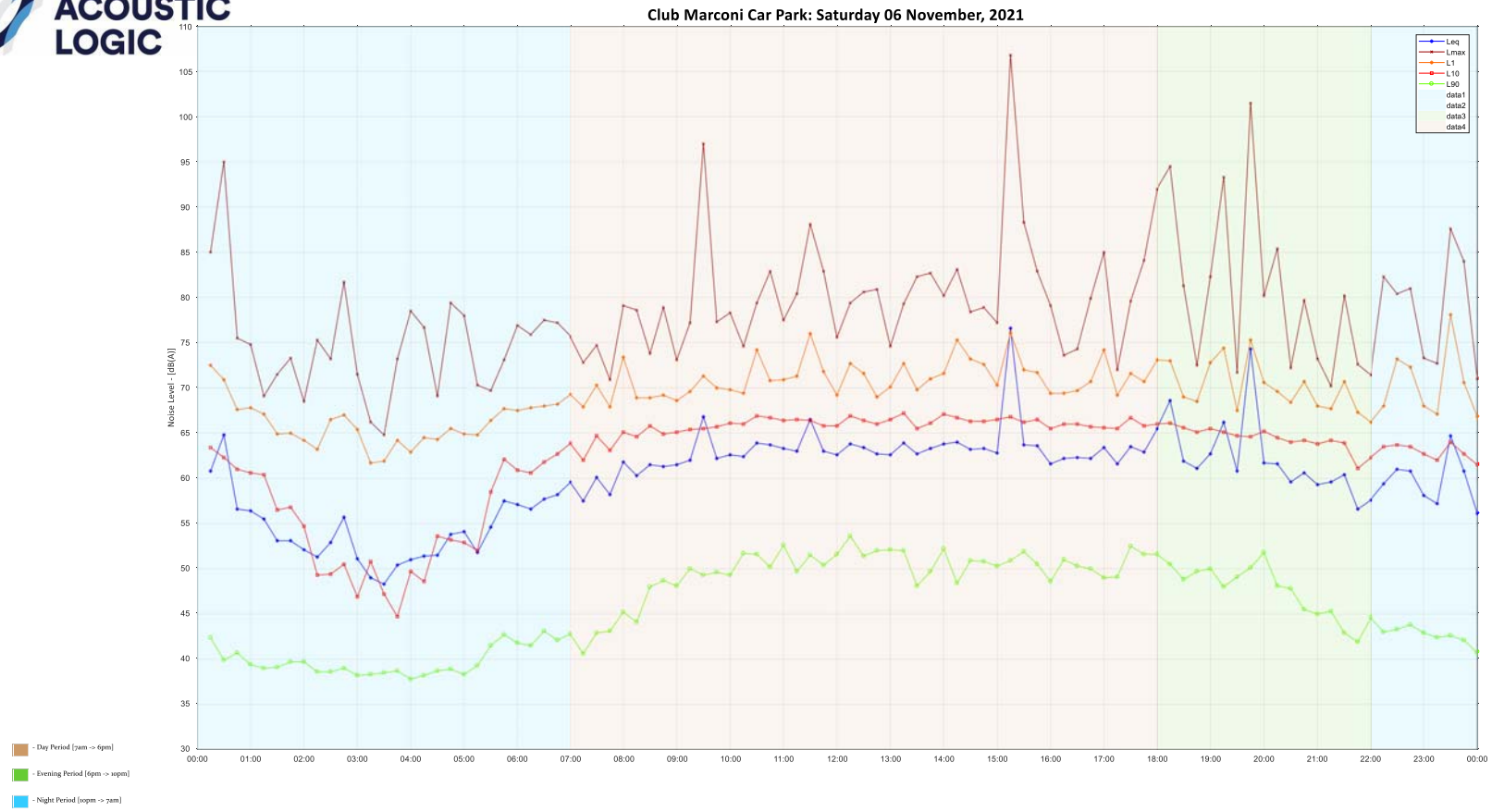
Club Marconi Car Park: Saturday 06 November, 2021
Noise Level - [dB(A)]
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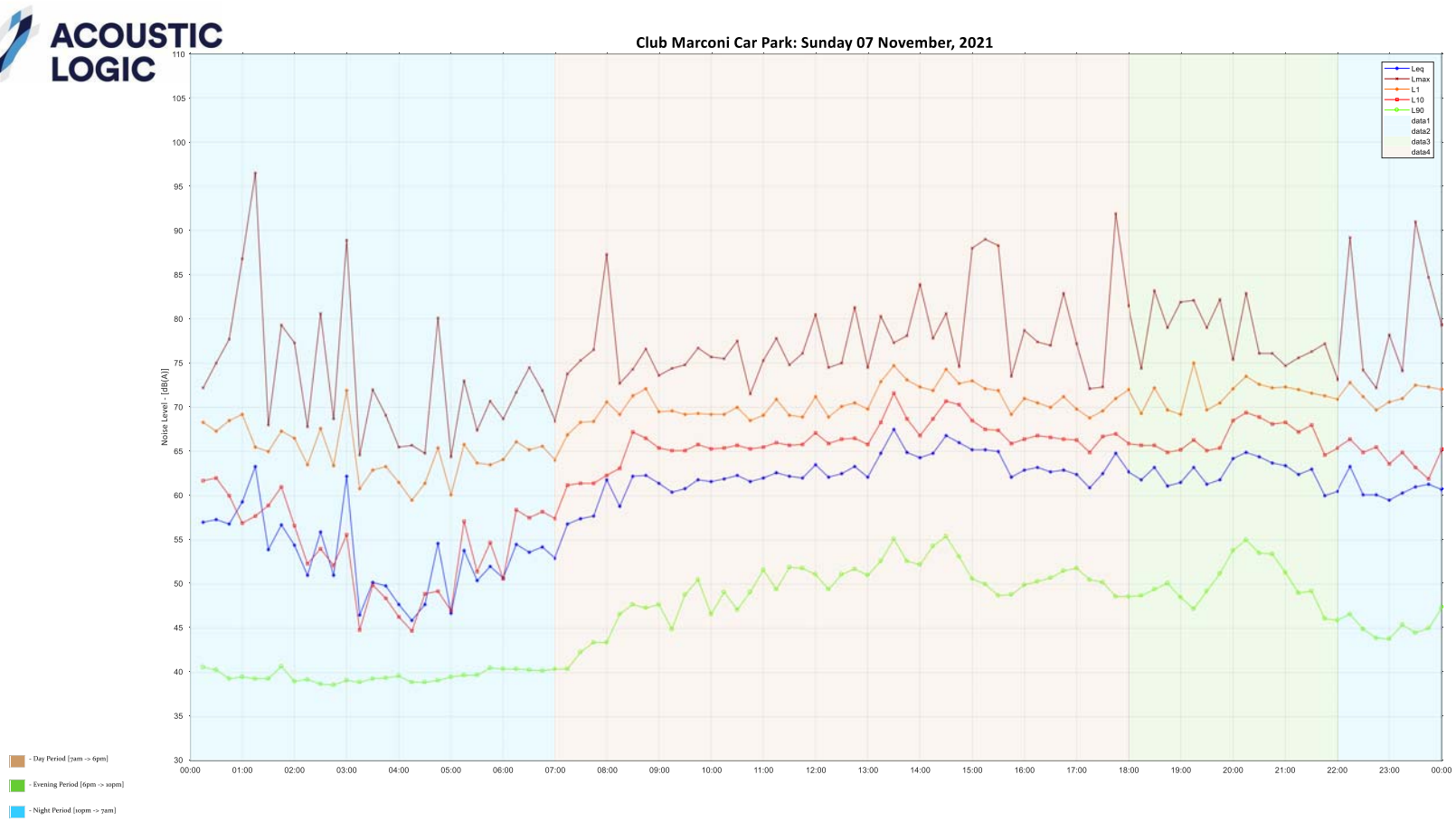
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]


Club Marconi Car Park: Sunday 07 November, 2021
Noise Level - [dB(A)]
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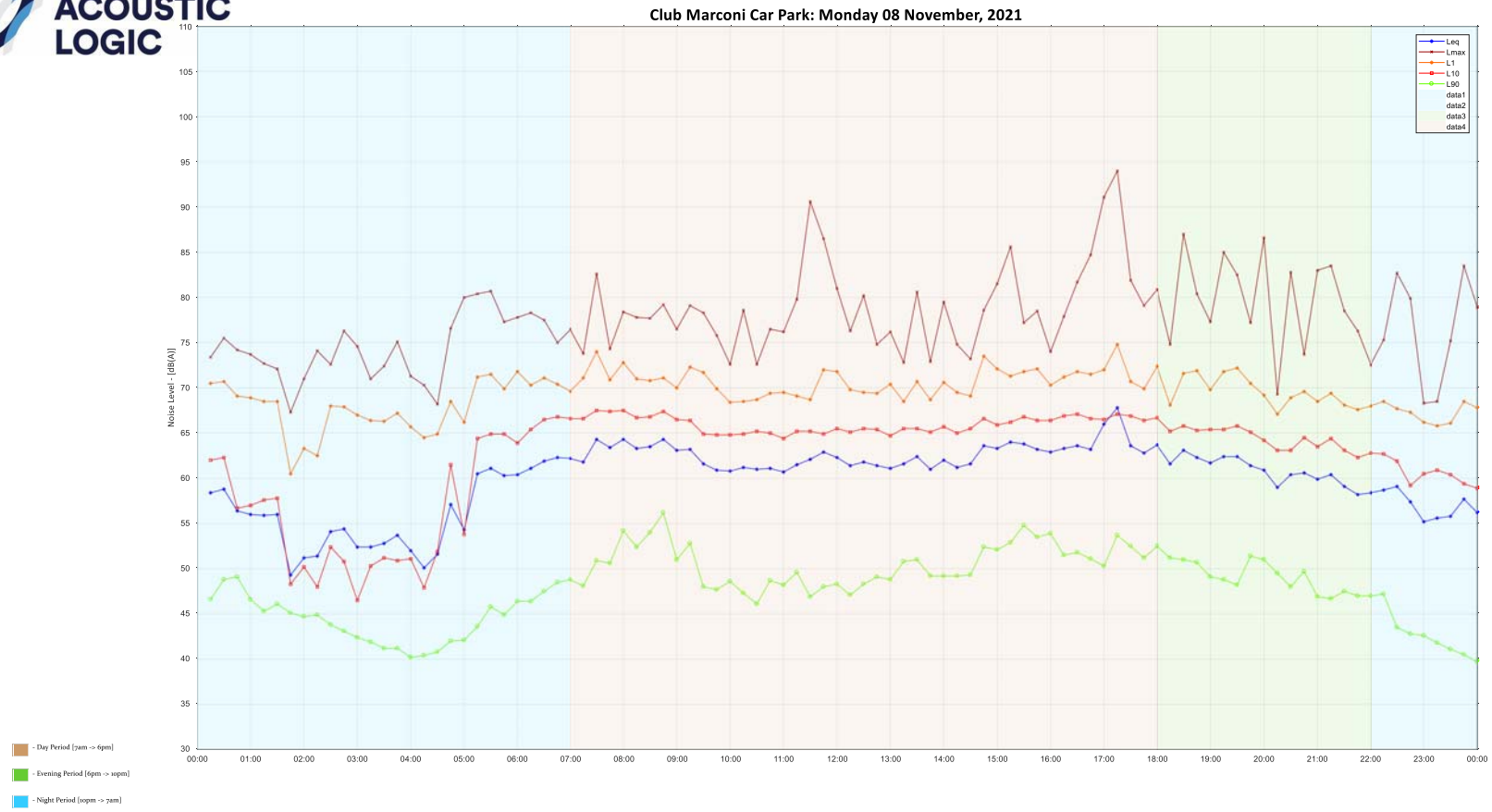
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]


Club Marconi Car Park: Monday 08 November, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
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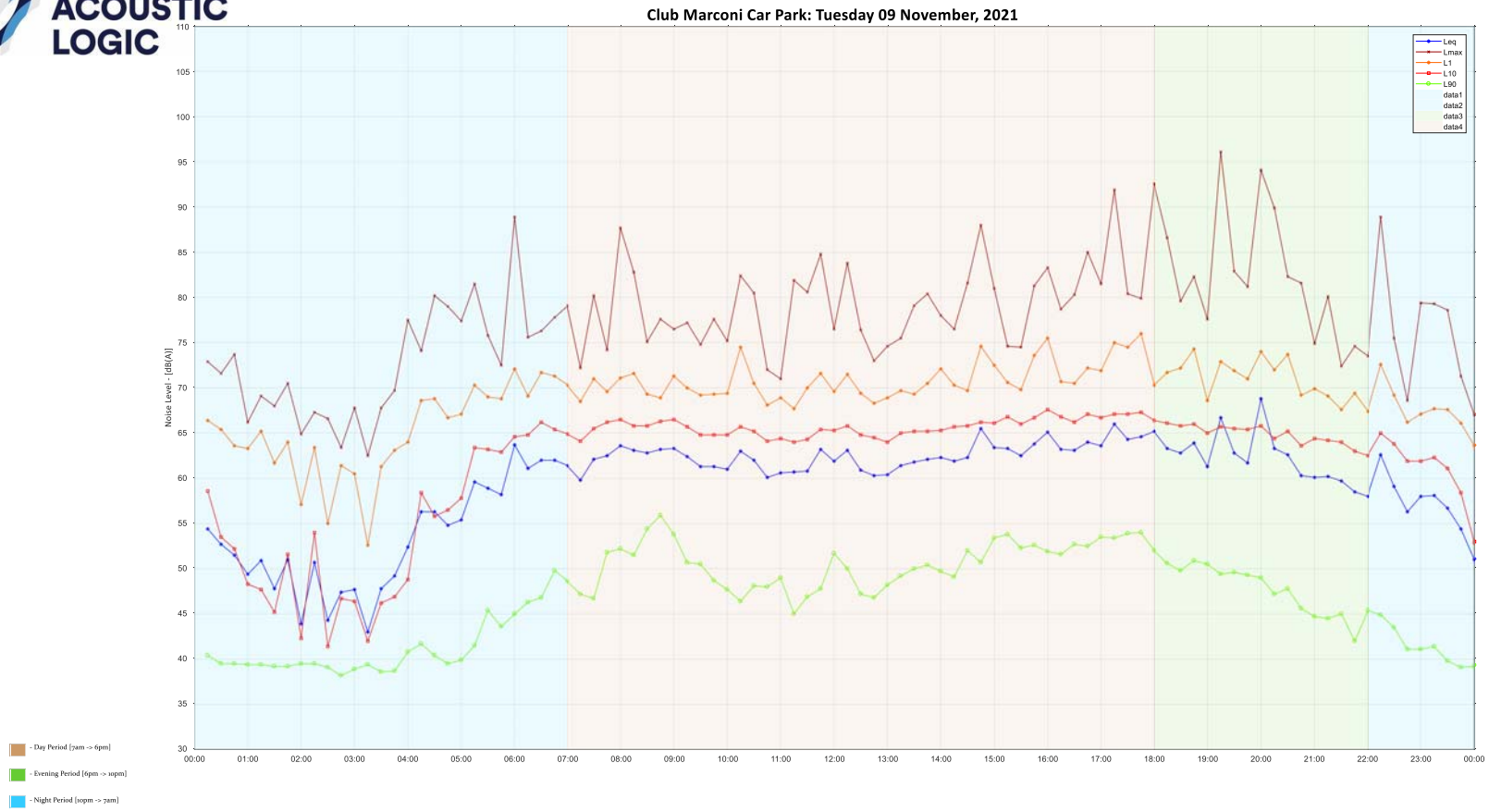
Club Marconi Car Park: Tuesday 09 November, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
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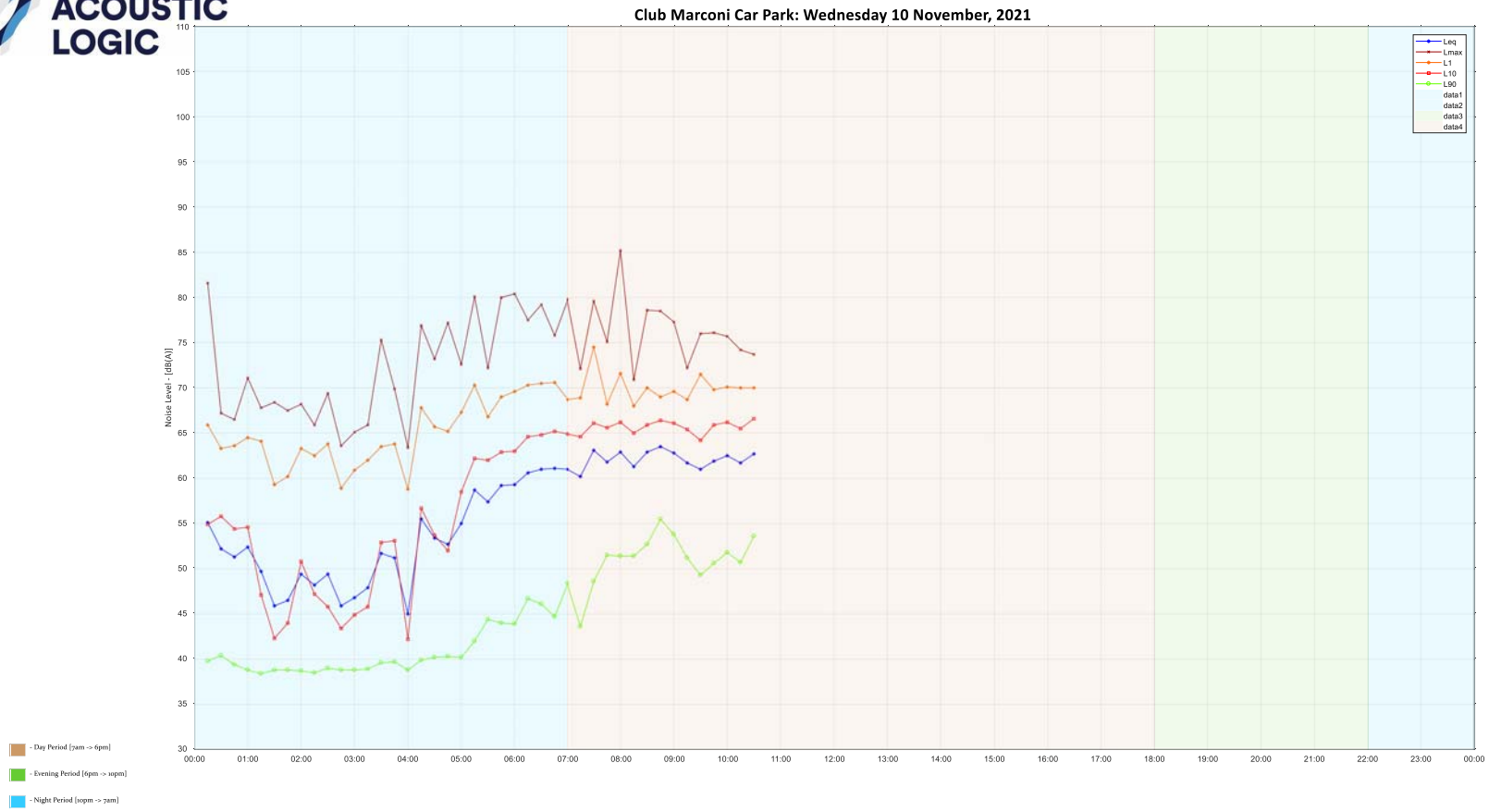
Club Marconi Car Park: Wednesday 10 November, 2021
Noise Level - [dB(A)]
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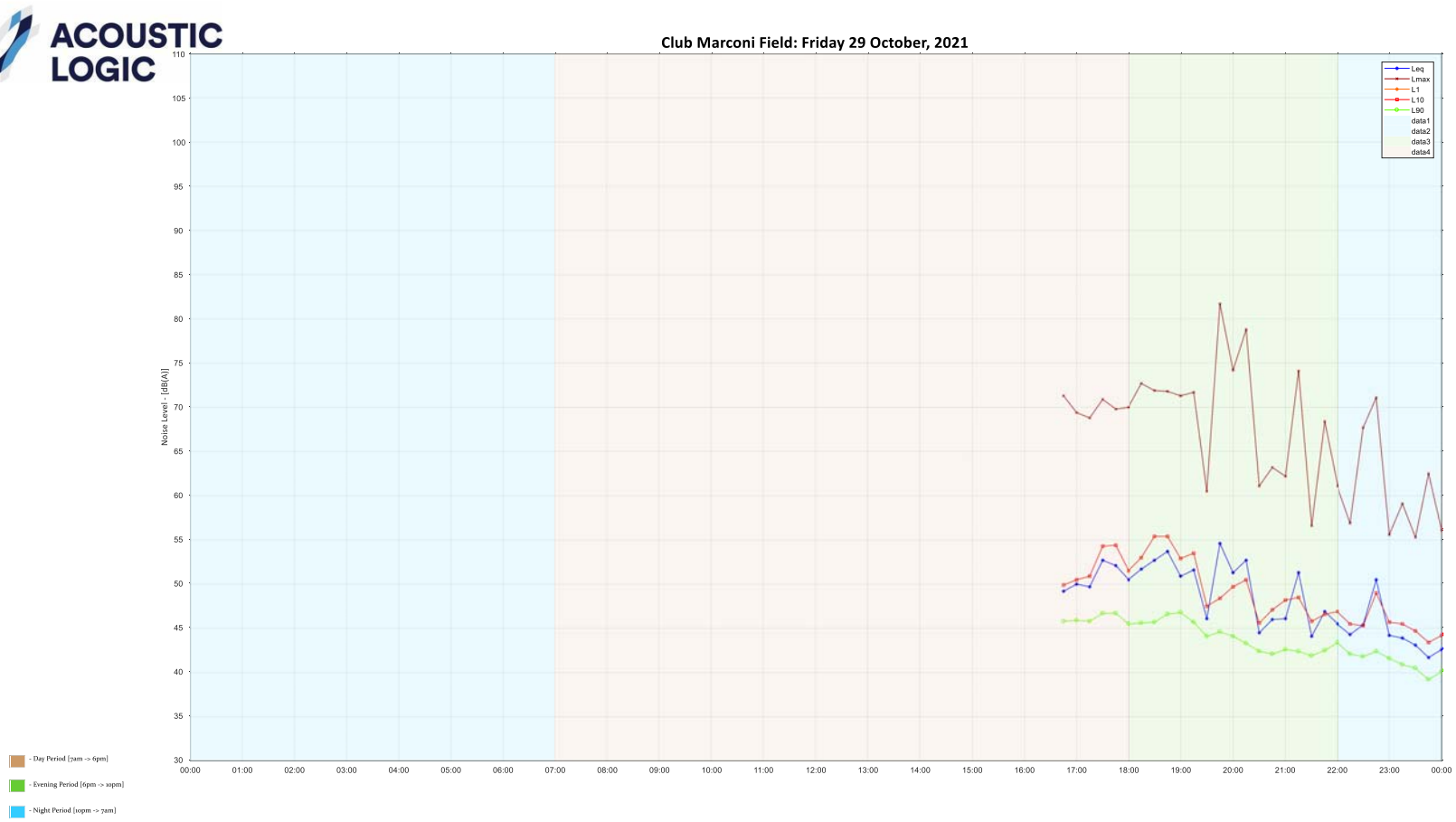
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]

PRARIE VALE ROAD - 2021


Club Marconi Field: Friday 29 October, 2021
Noise Level - [dB(A)]
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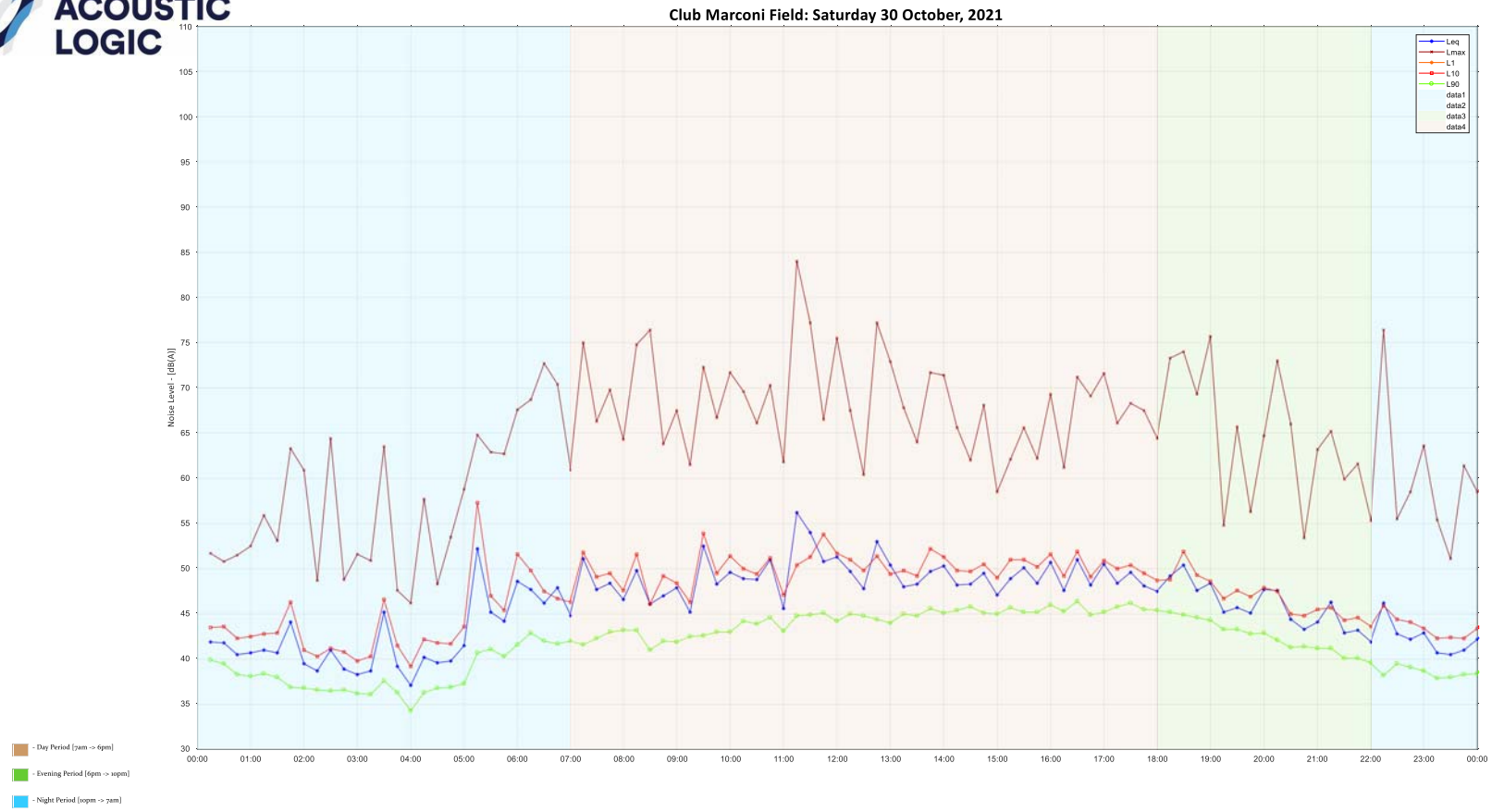
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]


Club Marconi Field: Saturday 30 October, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
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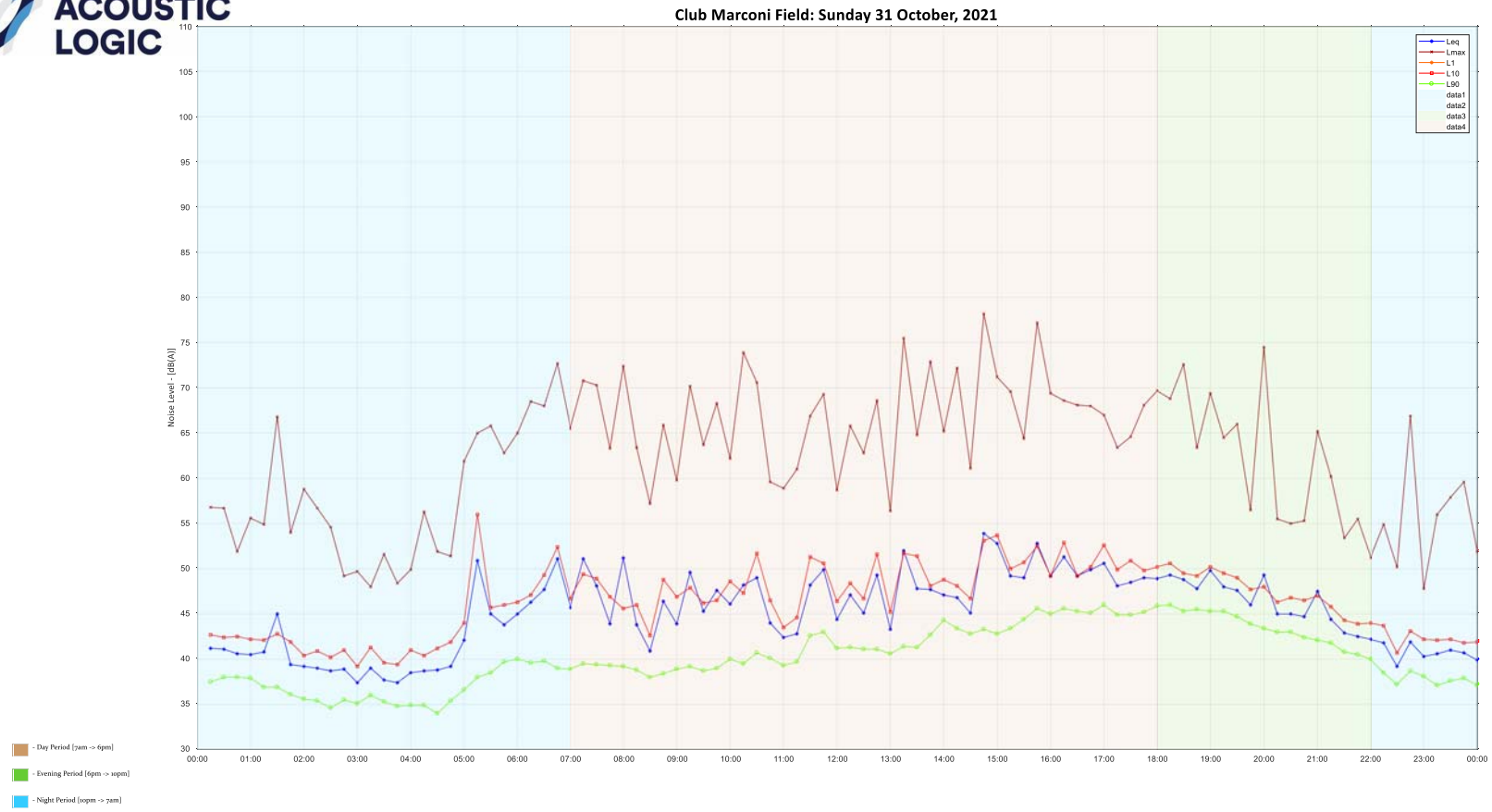
Club Marconi Field: Sunday 31 October, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
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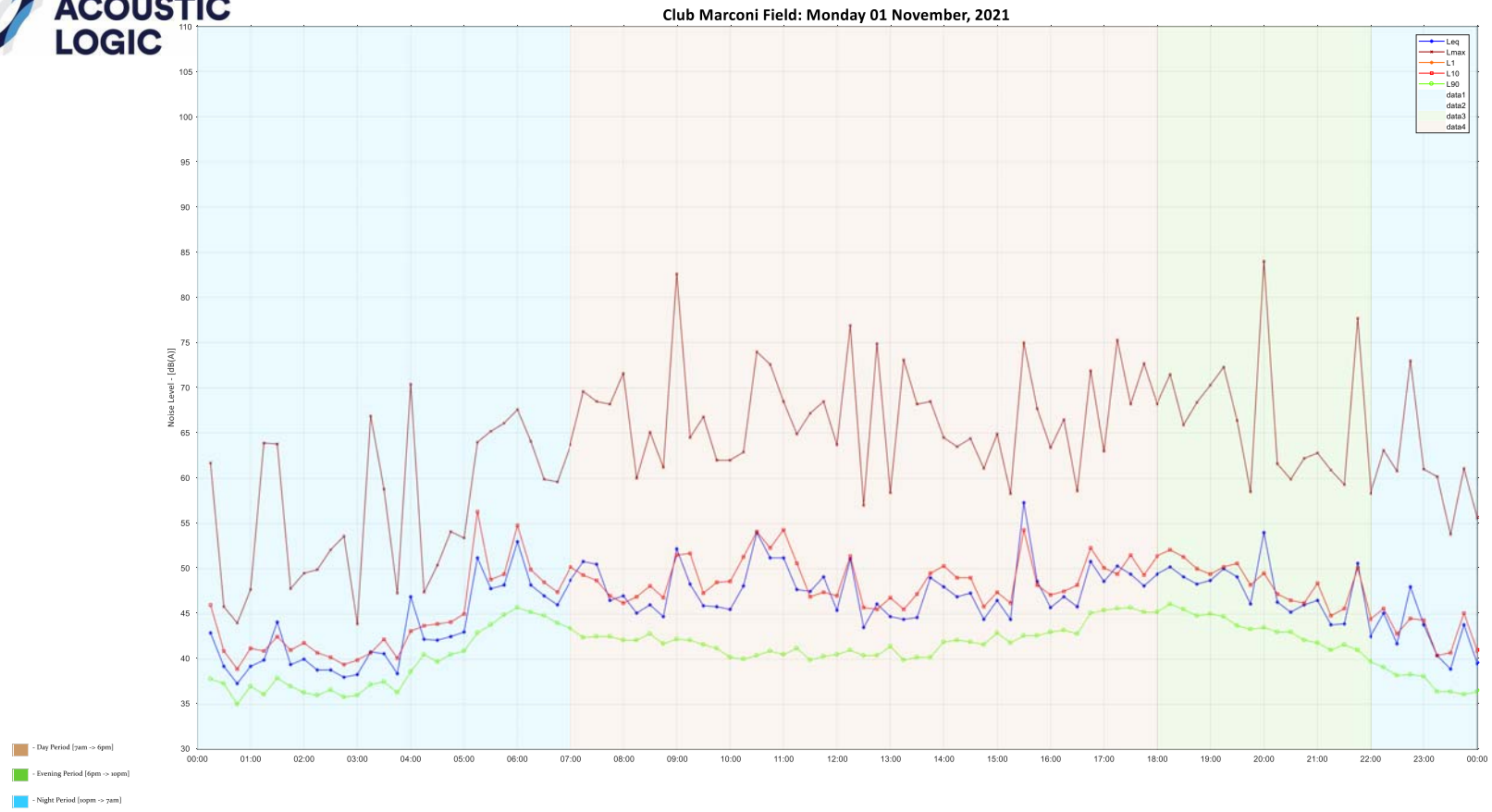
Club Marconi Field: Monday 01 November, 2021
Noise Level - [dB(A)]
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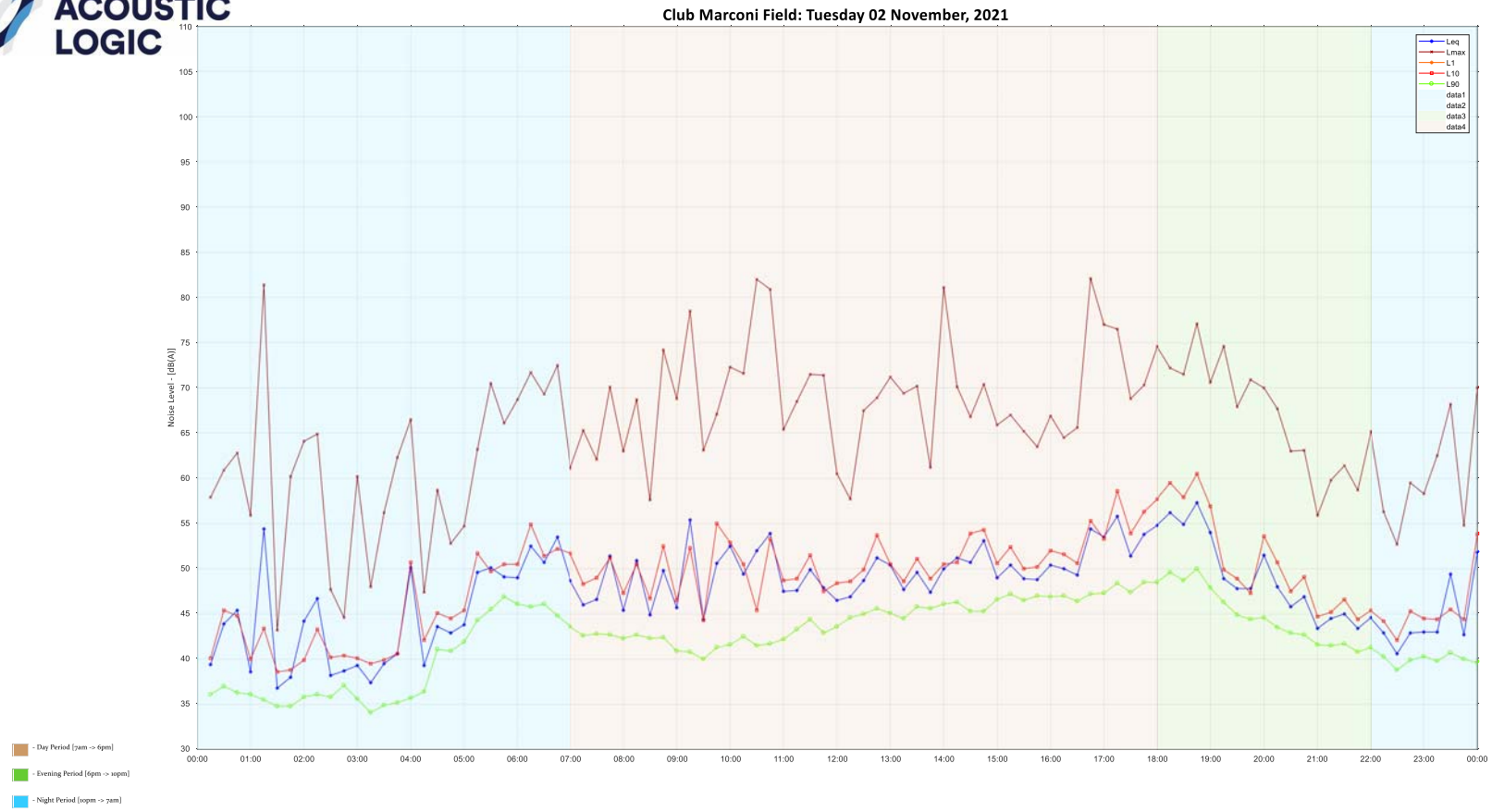
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]


Club Marconi Field: Tuesday 02 November, 2021
Noise Level - [dB(A)]
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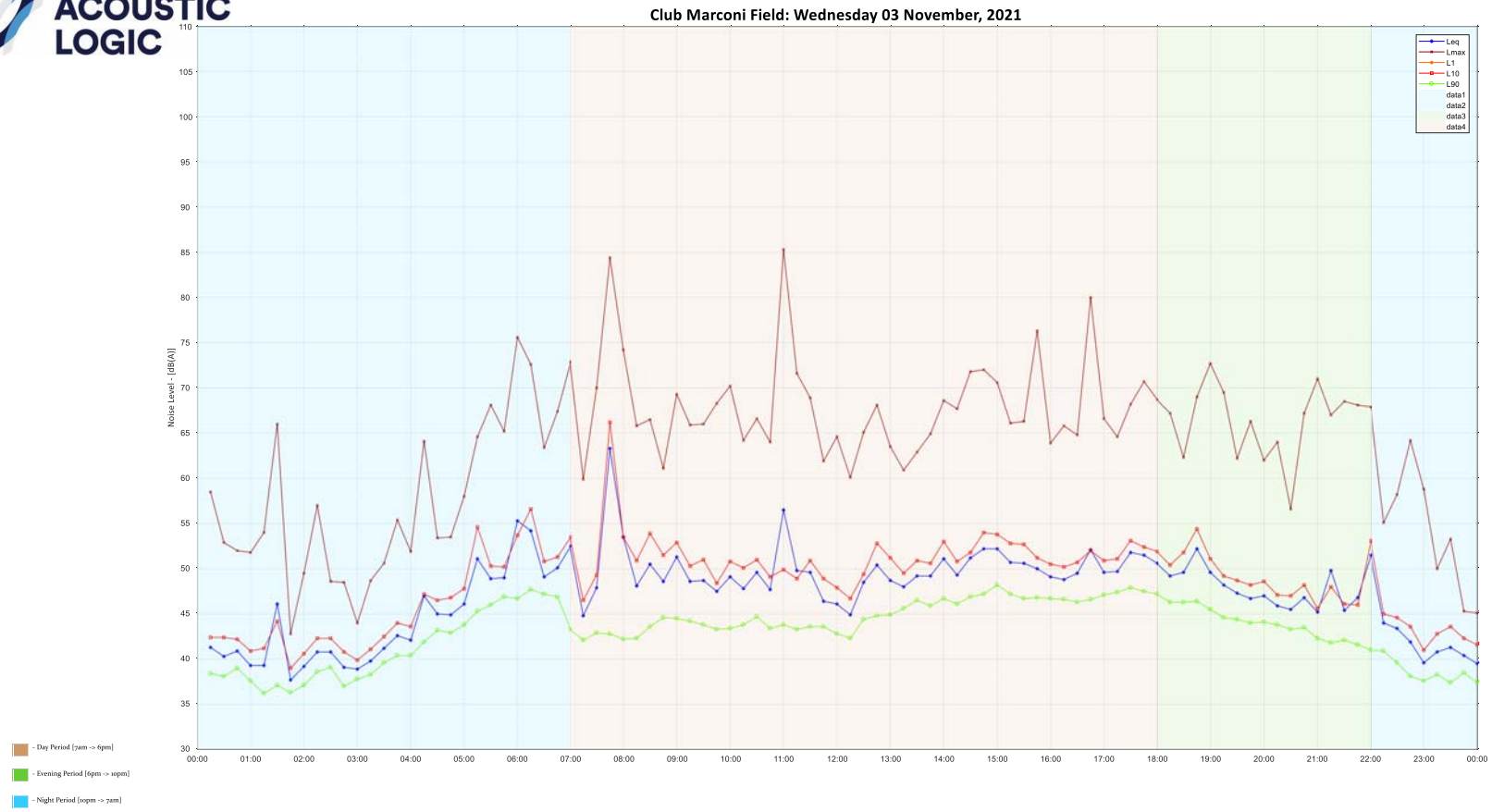
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]


Club Marconi Field: Wednesday 03 November, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
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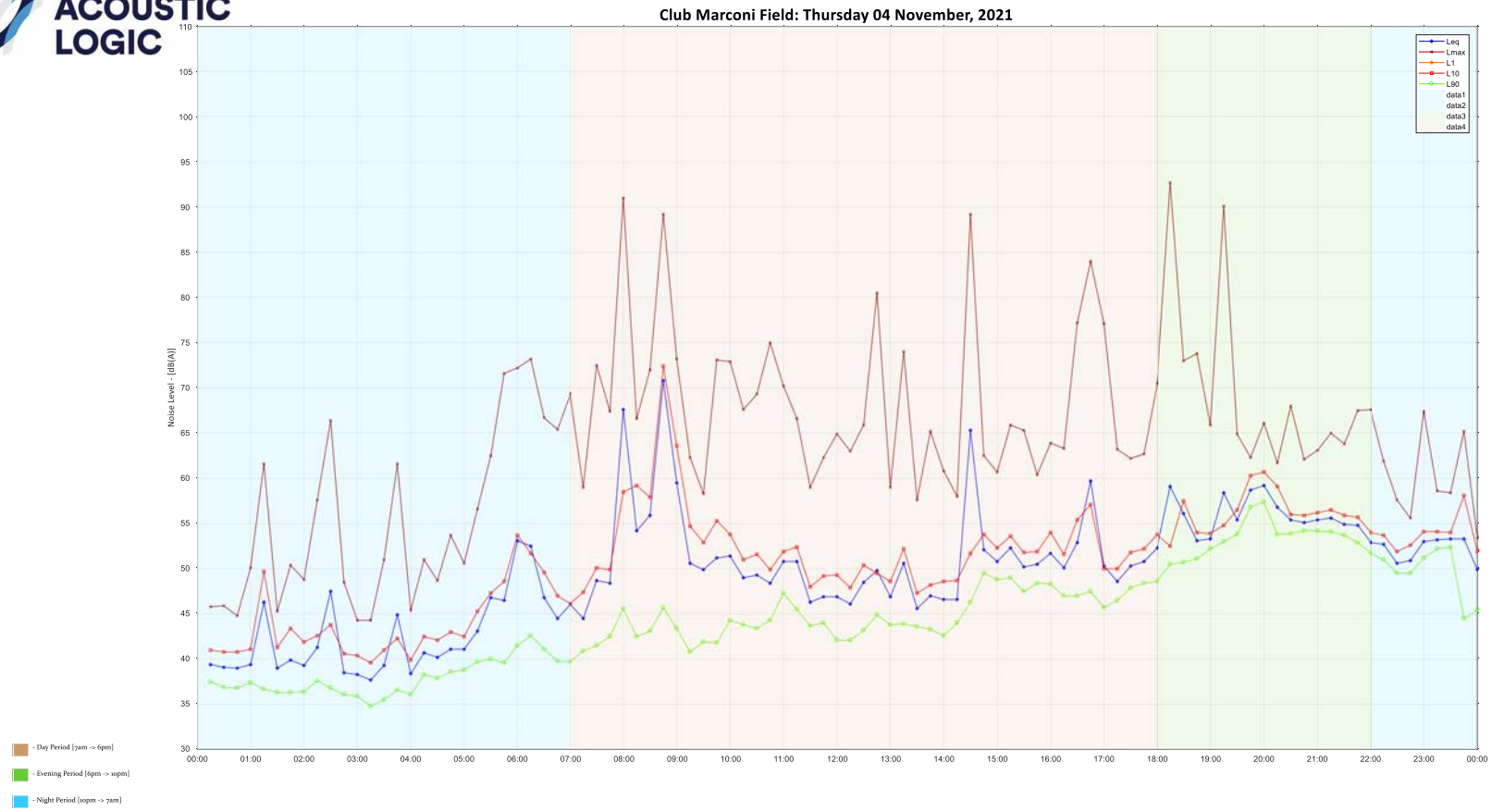
Club Marconi Field: Thursday 04 November, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
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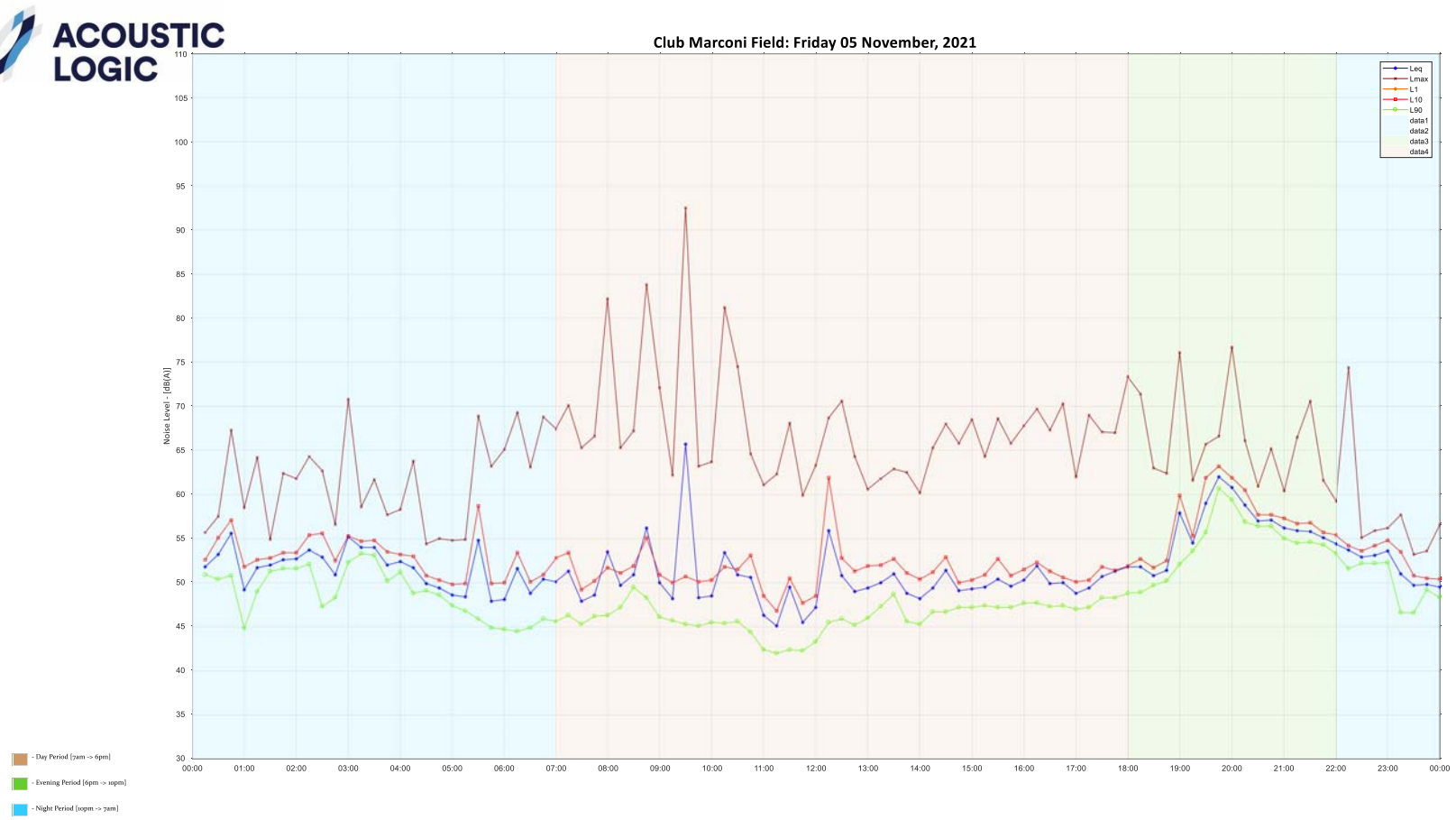
- Night Period [10pm -> 7am]


Club Marconi Field: Friday 05 November, 2021
Noise Level - [dB(A)]
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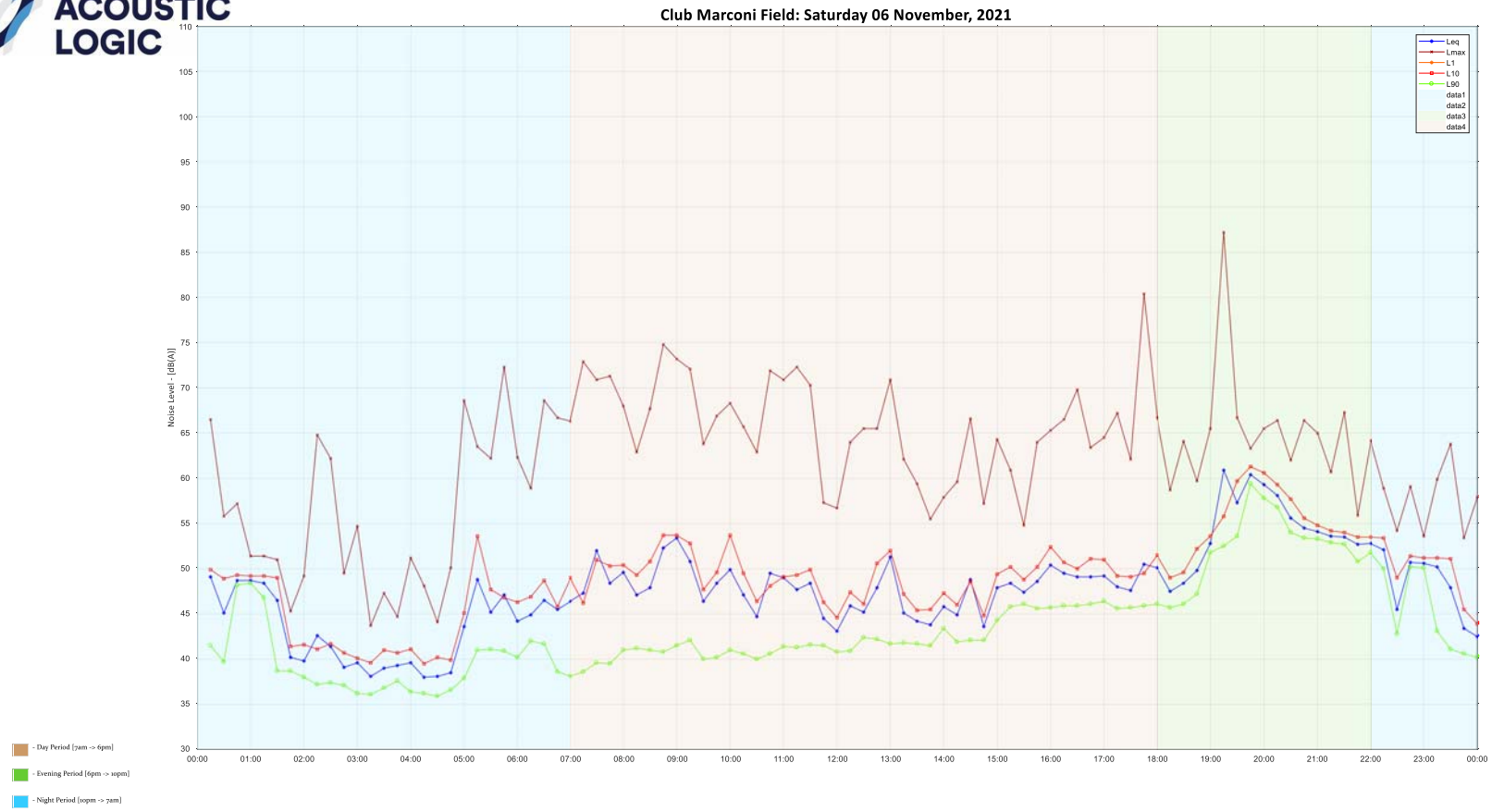
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]


Club Marconi Field: Saturday 06 November, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
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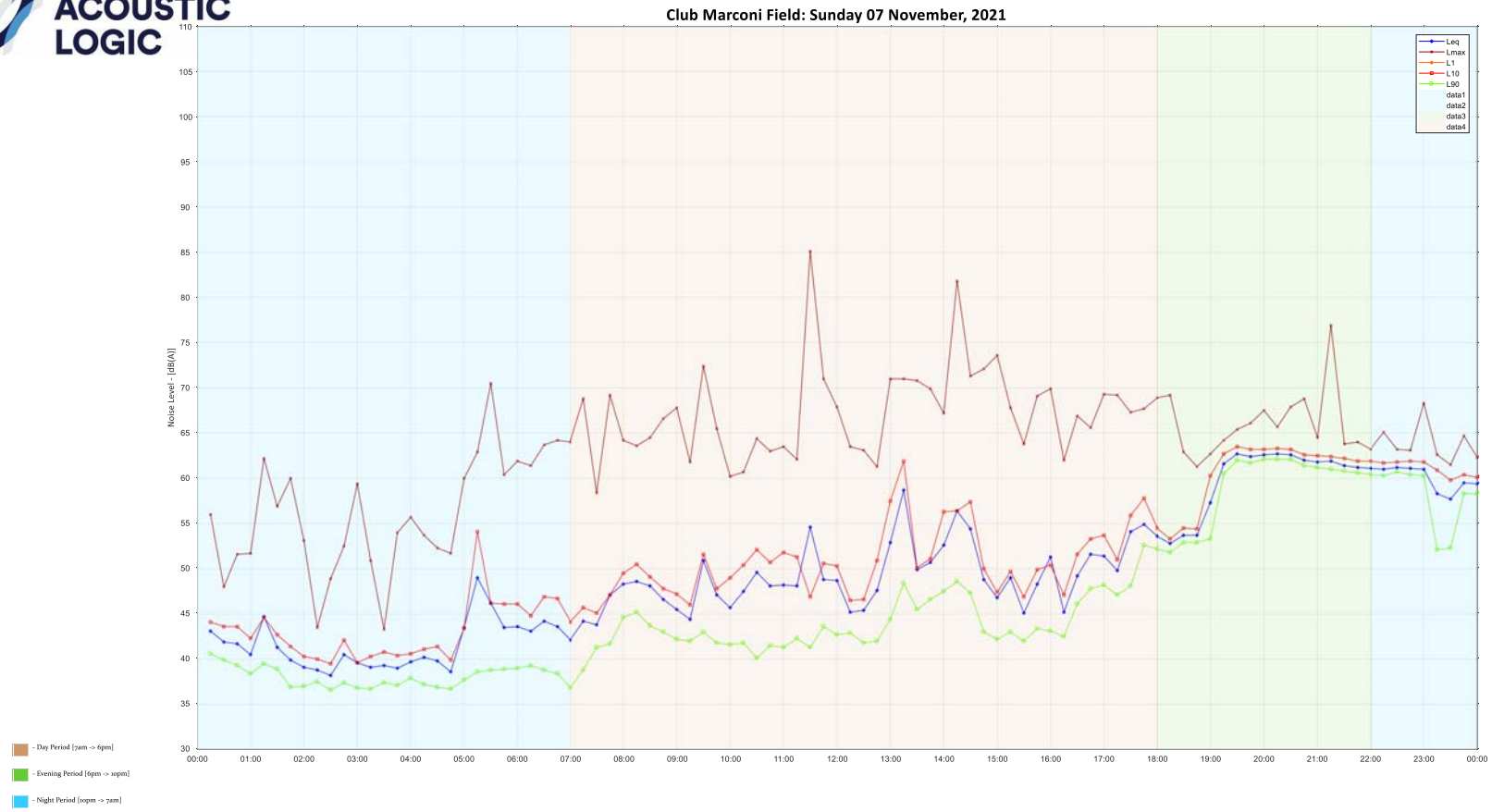
Club Marconi Field: Sunday 07 November, 2021
Noise Level - [dB(A)]
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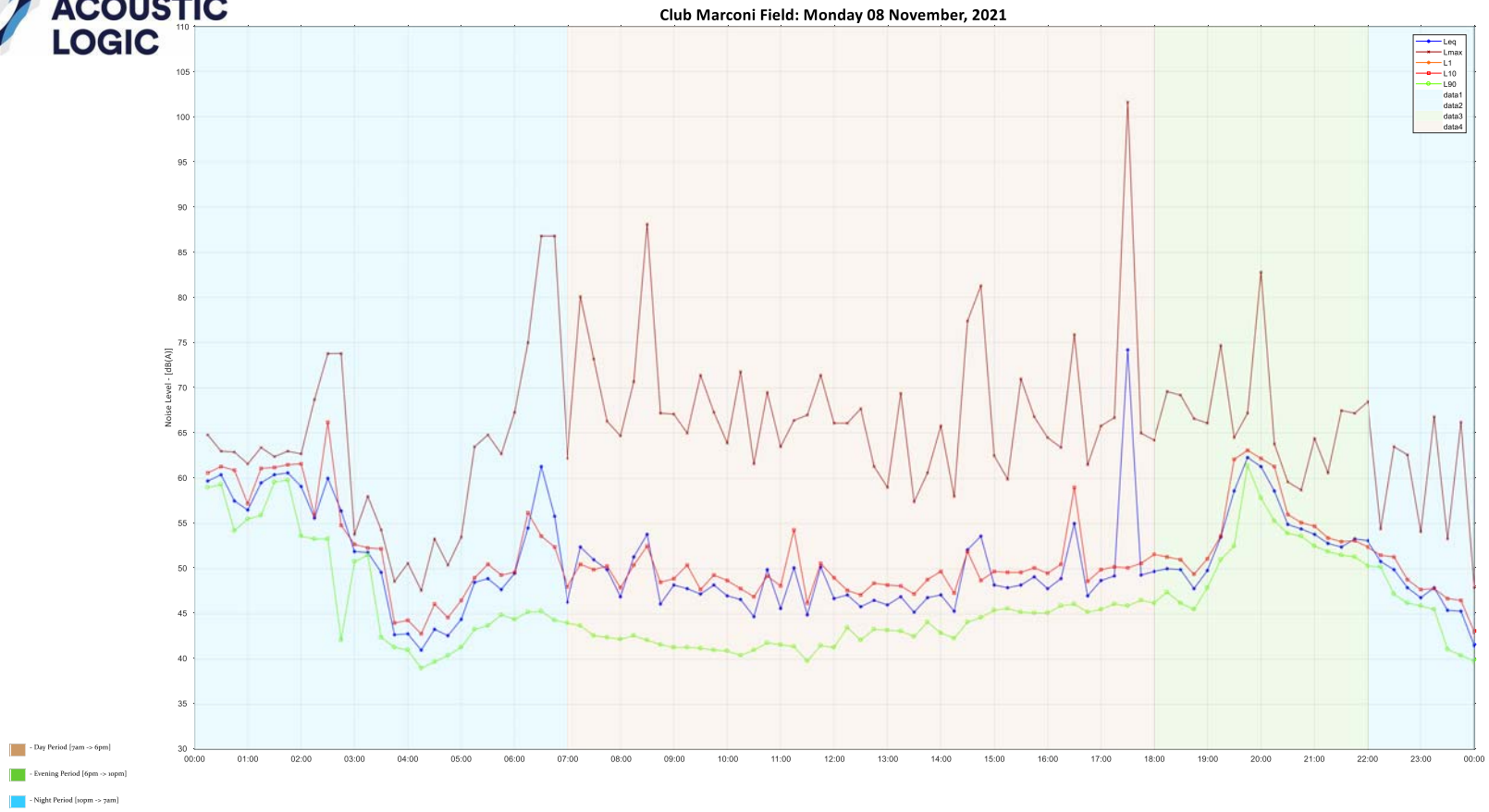
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]


Club Marconi Field: Monday 08 November, 2021
Noise Level - [dB(A)]
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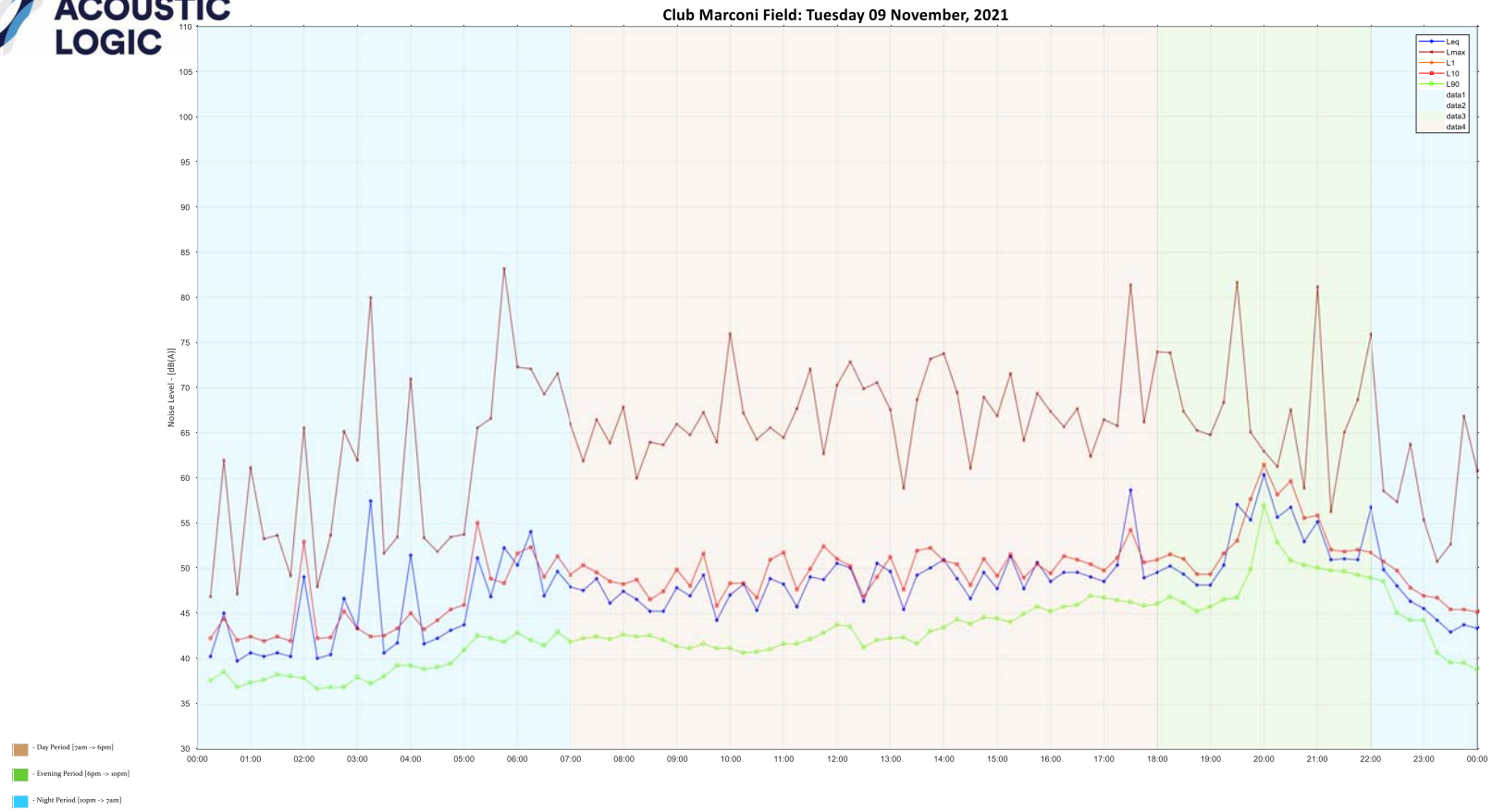
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]


Club Marconi Field: Tuesday 09 November, 2021
Noise Level - [dB(A)]
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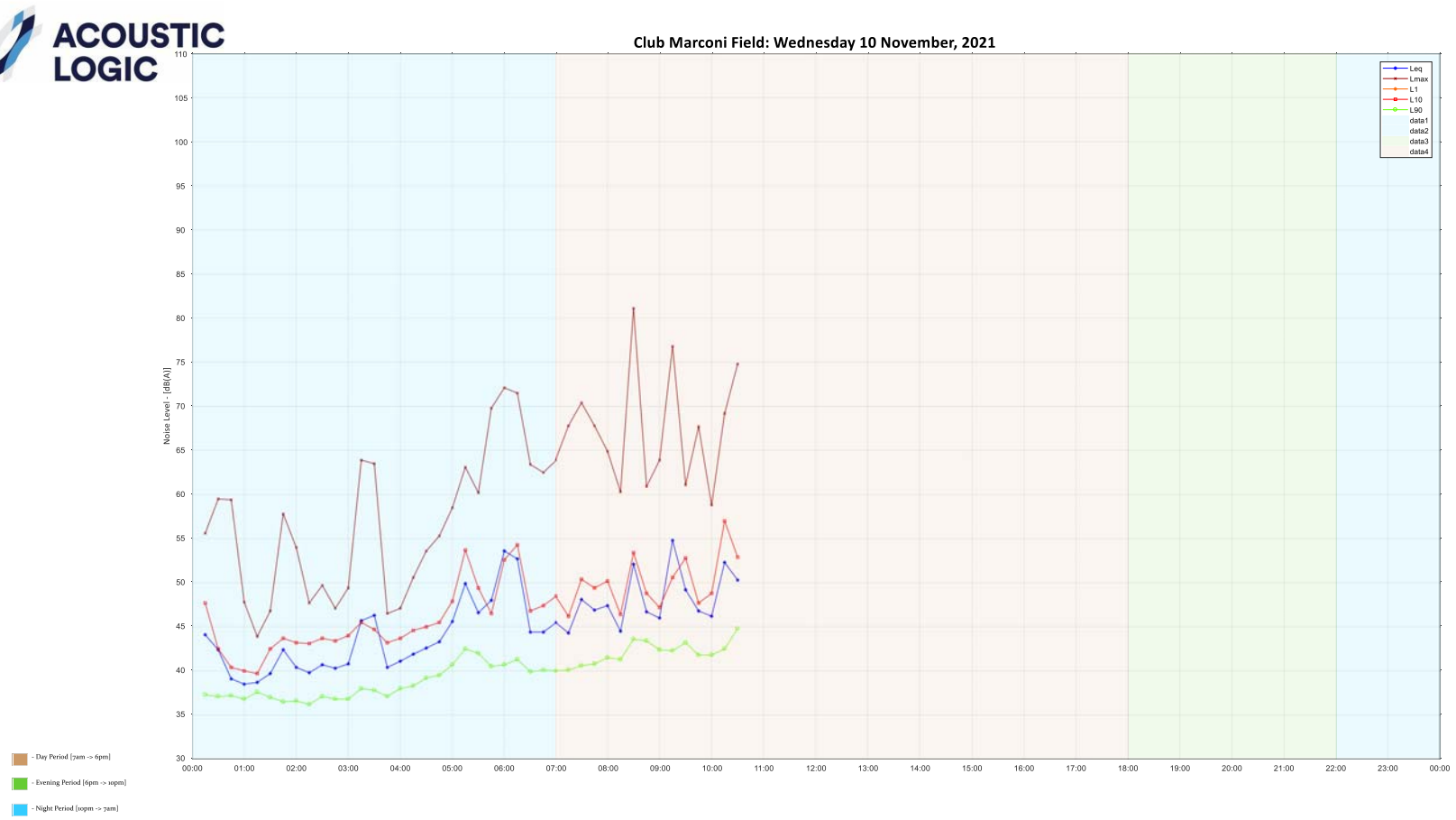
- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]


Club Marconi Field: Wednesday 10 November, 2021
Noise Level - [dB(A)]
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- Day Period [7am -> 6pm]
- Evening Period [6pm -> 10pm]
- Night Period [10pm -> 7am]

Project No.17605
11/11/2021

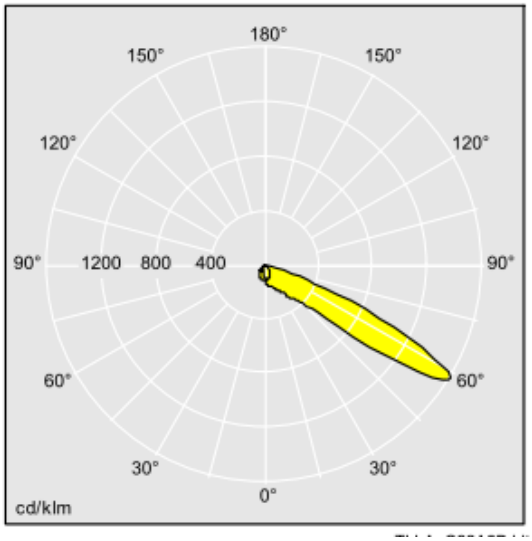
Restifa & Partners Pty Ltd
Suite 34, 330 Wattle St,
Ultimo, NSW, 2007
Attention: Sam Restifa

Dear Sam

Re: Club Marconi Limited v Fairfield City Council - Land and Environment Court Proceedings No. 2021/205869

Contention Item 14 b) Impact of Marconi Stadium Lighting on Adjacent Apartments

The stadium lighting system consists of 4 towers each with a number of HID floodlights aimed to illuminate the palying surface. There are 2 lighting towers on the western side and 2 on the eastern side of the playing field. The lighting towers on the east of the playing field have lights aimed towards the west of the playing field while the lighting towers on the west side have lights towards the east of the playing field. Light distribution for a typical sports lighting fixture is represented in the polar curve below:



As can be seen from the polar curve the light output of this type of fixture is very directional with the centre of the beam at 30° below the 0° aiming angle. The fixtures are aimed at angles such that the centre beam is angled towards various points on the field to achieve the required illumination levels across the palying filed.

There are 17 apartments on levels 1, 2 and 3 that face the Marconi Stadium playing field and will have spill light falling on window openings. The apartments on ground floor are not considered as their windows are shielded by the boundary fence adajcent to the playing field.

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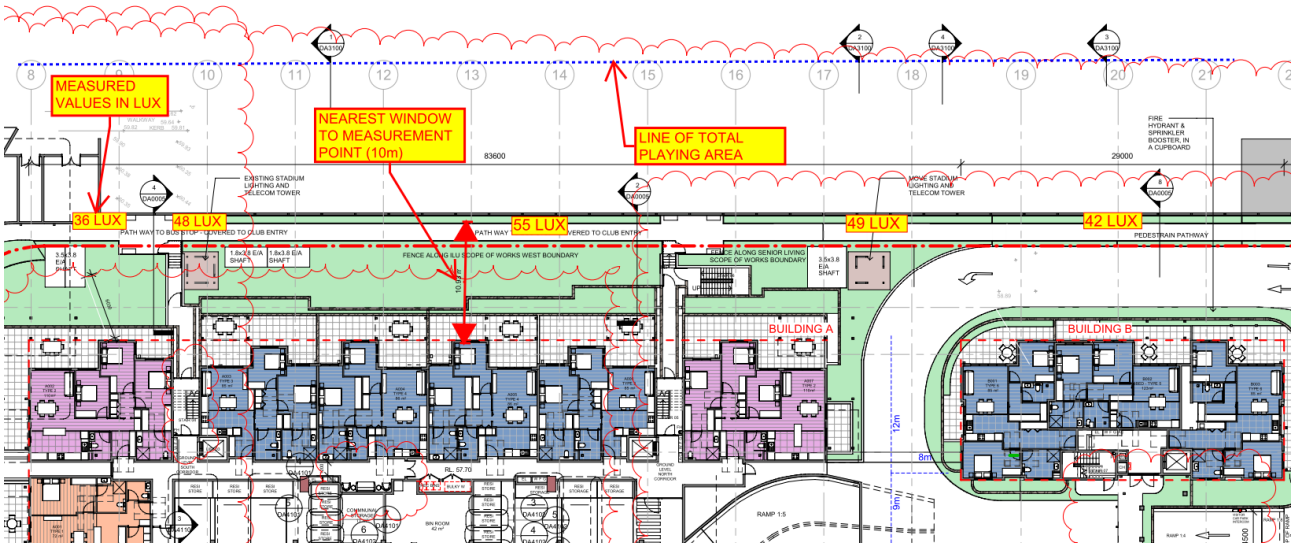
Chatswood NSW 2067
+61 2 9406 4555
syd@floth.com.au
floth.com.au
ABN 23 808 082 432

Measurements of existing vertical illuminance were taken on the 8th November 2021 between 8:00 and 8:30 pm with all field lights on. The measuring head was held at a height of 2m above the existing grass areas at a location approximately 10 metres from the future nearest apartment window. The results are noted in the sketch below:



The illuminance values measured were, 36lux, 48lux, 55lux, 49lux and 42 lux in the locations noted in the sketch.

It should be noted that the values will be lower at the window locations as illumination intensity is inversely proportional to the square of the distance.

The measurements were taken using a calibrated Lutron LX-1108 light meter (Calibration Rpt 12805-2 dated 22-8-21 by ASGX).

Club management has verbally advised that the field lighting is used for the following activities:

1. For competion home games every fortnight during the playing season generally between the hours of 6pm to 9:30pm.
2. Once per week for training at reduced output during the playing season.

The times are outside the curfew hours as defined in AS/NZS 4282 Control of the Obtrusive Effects of Outdoor Lighting. This standard sets out the requirements for the control of the obtrusive effects of outdoor lighting for **new** lighting installations.

In order to address the contention raised we propose to apply the reccomendations of this standard by onsite measurement, so that we have a defined target to aim towards.

Table 3.1 of AS/NZS 4282 defines the environmetal zone around a major sports installation as per below:

TV	High district brightness	Vicinity of major sports stadium during TV broadcasts

floth

Clause 3.3.2 of the above standard deals with sports venues illuminated for TV coverage and provides limiting values to be achieved in tables 3.2 to 3.4, in particular, table 3.4 which states the limiting vertical illuminance at the measurement vertical plane. Table 3.4 of AS/NZS 4282 is reproduced below:

TABLE 3.4

MAXIMUM VERTICAL ILLUMINANCE NON-CURFEW LIMITS FOR SPORTS VENUES ILLUMINATED FOR TV COVERAGE

Zone	*D* m	Initial camera illuminance (E_c), lx							
		≤500	>500 ≤700	>700 ≤1000	>1000 ≤1400	>1400 ≤1900	>1900 ≤2500	>2500 ≤3200	>3200
TV1	>50 ≤100	40	55	80	110	150	200	260	330
TV2	>100 ≤200	8	10	15	20	25	35	45	55
TV3	>200 ≤300	3	4	6	8	10	14	18	22
TV4	>300	1.5	2	3	4	5	7	9	11

LEGEND:
E_c = initial (MF = 1) average illuminance to the camera
D = distance from the nearest part of the TPA (refer to AS 2560.1)

The relevant technical parameters that the measurements would be compared with, are highlighted in yellow. It should also be noted that AS/NZS 4282 requires that limiting values of illuminance shall determined by calculation only. As this is an existing installation, we propose to carry out the above by measurement in accordance with Section 5 of the above standard and not by calculation.

In conclusion we propose that light measurements noted above be conducted during the construction at the building façade/window locations.

Yours sincerely,



Vince Alfonso

B.E FIE Aust, BDC3131, DEP0000442

JACKSON
ENVIRONMENT AND PLANNING
STRATEGY | INFRASTRUCTURE | COMPLIANCE | PROCUREMENT

14 November 2021

Eugen Bandas
Project Manager
Restifa & Partners
Suite 34, 330 Wattle St,
Ultimo, NSW, 2007

Dear Eugen,

Re: Club Marconi v Fairfield Council ILU Development

Jackson Environment and Planning Pty Ltd (JEP) have been provided with updated plans in relation to Contentions raised with the proposed ILU development at Club Marconi in Bossley Park.

JEP understands that he provision of a dedicated waste room and depiction of travel distances and grades as marked on updated drawing 'DA1002 SECTION 34 FINAL REVIEW 11-11-2021' address Contention 12.

Yours sincerely



Dr Mark Jackson B.Sc. (Hons), PhD, Grad. Cert. Mgmt., Exec. Masters Public Admin. (USYD)
Director
Jackson Environment and Planning
T: 0411 060 478
E: mark@jacksonenvironment.com.au
W: www.jacksonenvironment.com.au
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GROUND TECHNOLOGIES
Geotechnical . Environmental . Laboratories

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GTE1355 – Stage 1 Contamination Assessment (SSCH) Rev1
21 September 2021

Client: Club Marconi
c/- Restifa & Partners Pty Ltd
Suite 302, 123 Walker Street
North Sydney 2060

Attention: Sam Restifa
E-mail: Sam@restifa.com.au

Dear Sir,

RE: Stage 1 Contamination Assessment for the Serviced Self Care Housing at Club Marconi

This report presents a summary of the desktop study and field work undertaken for the development of the Club Marconi Car Park into Serviced Self Care Housing.

Should you have any questions related to this report please do not hesitate to contact the undersigned.

For and on behalf of
Ground Technologies Pty Ltd



A. Bennett
Principal Geotechnical Engineer
B.Eng (Civil)
Grad Cert Eng Sc (Geotechnical)
NER, RPEQ

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EXECUTIVE SUMMARY

Ground Technologies Pty Ltd have undertaken a Stage 1 Contamination Assessment for a Serviced Self Care Housing Development which is to be constructed within the north-eastern portion of the car park at Club Marconi, No. 121-133 Prairie Valley Road, Bossley Park. The architectural drawings show that the proposed development will entail the construction of a two to four storey apartment development with two to three levels of underground parking. Excavations for the proposed basement will extend to a depth of 4-6m below current excavation levels across the entire building envelope.

The scope of works included a Desktop Study of the following to assist in identification of potential contamination issues, review of soils and geological maps, review of aerial photography, a site inspection by a geotechnical engineer to ascertain current activities, a review of data collected from previous investigations and preparation of this contamination report.

The conclusions of this preliminary contamination report are as follows:

- A review of aerial photography suggests that the site of the Serviced Self Care Housing was vacant before being used as a car park for the club and stadium.
- The car park extension will be constructed upon an area currently being used as a playing field. Prior to being a playing field. Prior to this the area was vacant or used for light agriculture.
- The site is in a long established residential area. A review of aerial photography suggests that the neighbouring properties are residential and not considered to have posed a risk for potential contamination to the site. No industrial facilities are in the vicinity of the subject site.
- A search of the NSW EPA Contaminated Land Management record of notices revealed that there were no notices issued to the subject site. No history of dangerous manufacturing utilizing heavy chemicals or metals was documented.
- The site is in a region of no known acid sulphate soils

A preliminary investigation was undertaken by Ground Technologies for the entire Club Marconi site, referenced Report No. GTE1355 – Preliminary Contamination and Salinity Report Rev1, dated 21 September 2021. The preliminary investigation was undertaken for due diligence purposes prior to re-development of the site. As a part of this preliminary investigation, four boreholes were drilled within or near the footprint of the Serviced Self Care Housing Development. No suspicious odours or obvious signs of contamination were observed within the fill material, however the source fill material was unknown, and as such presented a contamination risk. One sample of the fill was collected from each of the four boreholes for laboratory analysis during the Preliminary site investigation. Laboratory test results indicate that the concentrations of all Heavy Metals, PAHs, Petroleum Hydrocarbons and BTEX were well below the Health Investigation Levels (HIL) for all residential development. Asbestos was not observed or detected by laboratory analysis. The proposed development will entail the excavation of a 2 storey basement. As a part of this excavation the fill will be removed from site with the development being constructed on the underlying shale bedrock.

The site that is proposed for the Serviced Self Care Housing development is suitable for “residential” use. No remediation action plan is required.

Four boreholes were drilled within the footprint of the car park as a part of this preliminary investigation. No suspicious odours or obvious signs of contamination were observed within the fill material, however the source fill material was unknown, and as such presented a contamination risk. Eleven samples of the fill were collected from the four boreholes for laboratory analysis during the Preliminary site investigation. Laboratory test results indicate that the concentrations of all Heavy Metals, PAHs, Petroleum Hydrocarbons and BTEX were well below the Health Investigation Levels (HIL) for all residential development. Asbestos was not observed or detected by laboratory analysis.

The site that is proposed for the car park is suitable for development. No remediation action plan is required.

1. INTRODUCTION

Ground Technologies Pty Ltd have undertaken a Stage 1 Contamination Assessment for an Serviced Self Care Housing Development which is to be constructed within the north-eastern portion of the car park at Club Marconi, No. 121-133 Prairie Valley Road, Bossley Park.

The architectural drawings show that the proposed development will entail the construction of a two to four storey apartment development with two to three levels of underground parking. Excavations for the proposed basement will extend to a depth of 4-6m below current excavation levels across the entire building envelope. The car park will be moved from the development footprint to the south-western corner of the site which is currently a soccer field.

Figure 1 – Site Plan

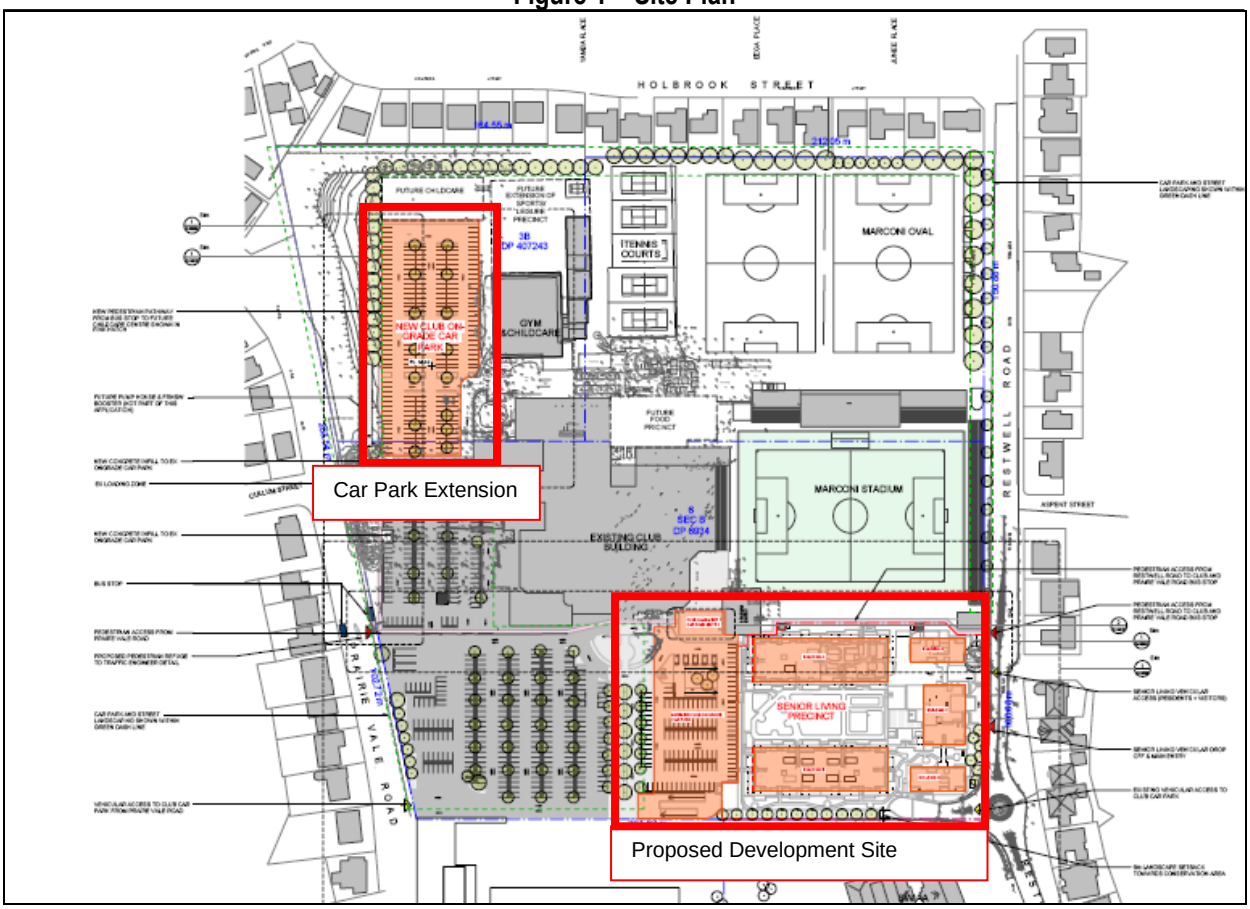
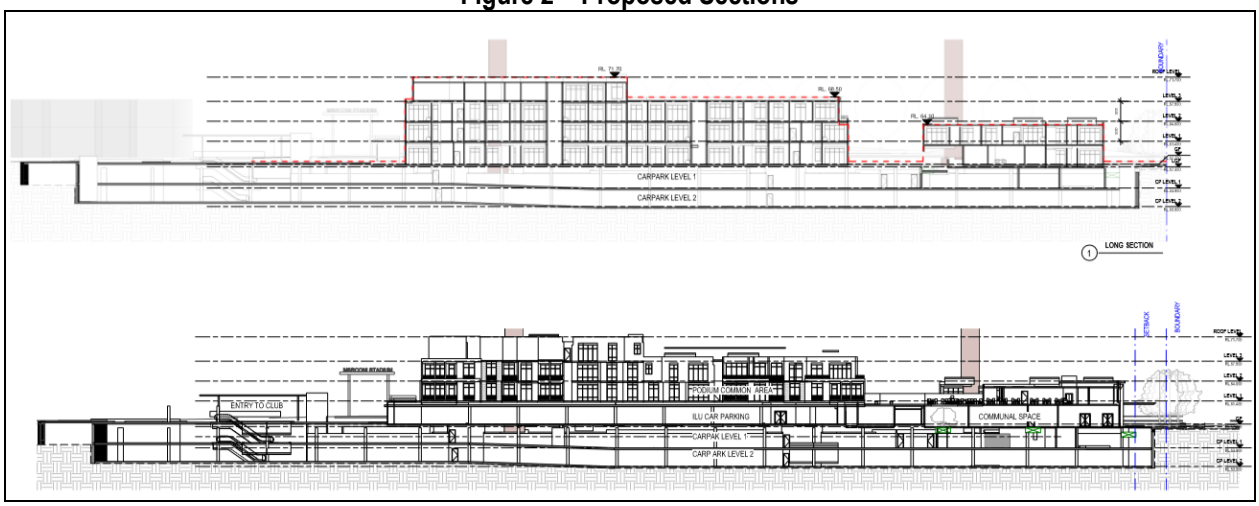


Figure 2 – Proposed Sections



2. SCOPE OF WORK

The following scope of work was conducted:

- Desktop Study of the following to assist in identification of potential contamination issues:
  - Data from Environment Protection Authority
    - Scheduled premises
    - Sites which are likely contaminated and not contaminated
  - Data from the Protection of the Environment Operations Public Register (POEO)
- Review of soils and geological maps.
- Review of aerial photography
- Site Inspection by a Geotechnical Engineer to ascertain current activities, and any visible signs of contamination.
- Review of Data Collected from Previous Investigations.
- Preparation of the Contamination Report.

3. SITE DESCRIPTION

Table 1 - Summary of Site Details

Site Address	121-133 Prairie Vale Road Bossley Park
Council Area	Fairfield City Council
Lot / DP	Lot 1 DP 332770,Lot 7 DP664803 - Serviced Self Care Housing Development Lot 3B DP407243 – Car Park

Figure 3 – Site Location of



4. REGIONAL GEOLOGY

The 1:100,000 scale Geological Series Map of the Penrith region indicates that the subject site is underlain by Bringelly Shale of the Wianamatta Group dating back to the Middle Triassic period and generally comprises *shale, carbonaceous claystone, claystone, laminate, fine to medium grained lithic sandstone, and rare coal / tuff.*

5. ACID SULFATE SOILS

The Department of Land and Water Conservation have no record of acid sulphate soils in Bossley Park or the surrounding suburbs

6. SITE HISTORY

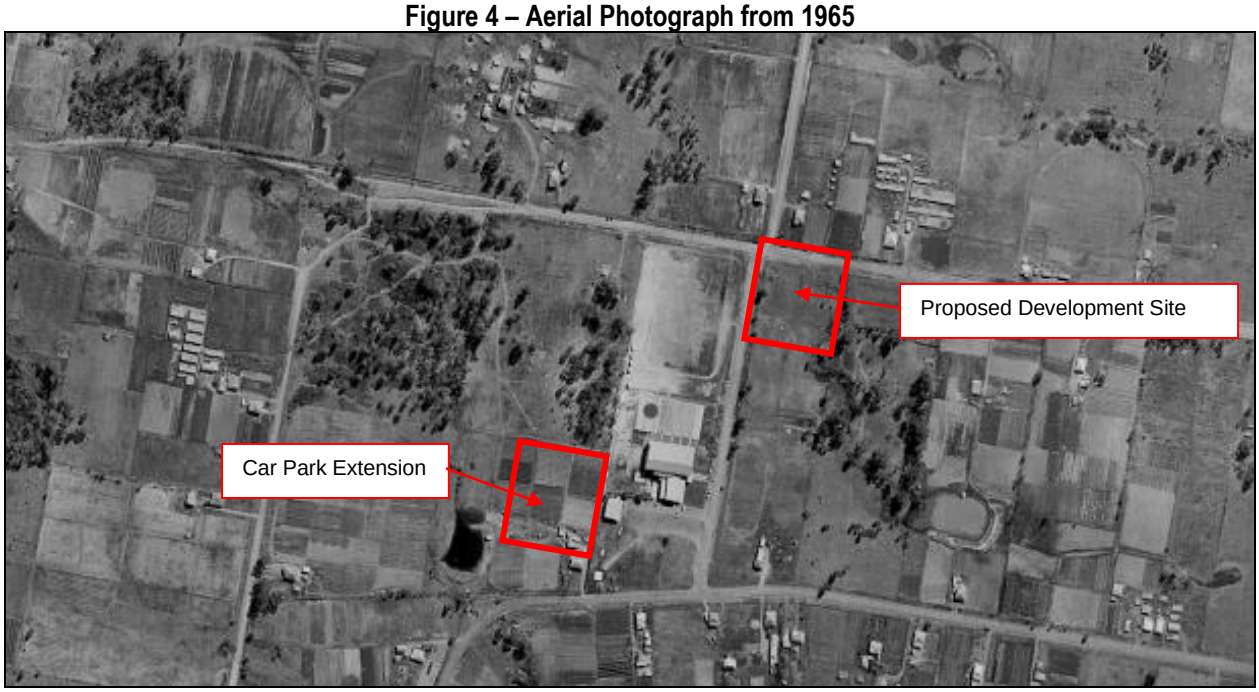
In order to ascertain the site history, a limited documentary review of past and present land use at the subject site and the surrounding area has been undertaken as follows

6.1 Aerial Photographs:

A review of Historical Aerial Photographs was undertaken in order to provide a greater insight into the site history.

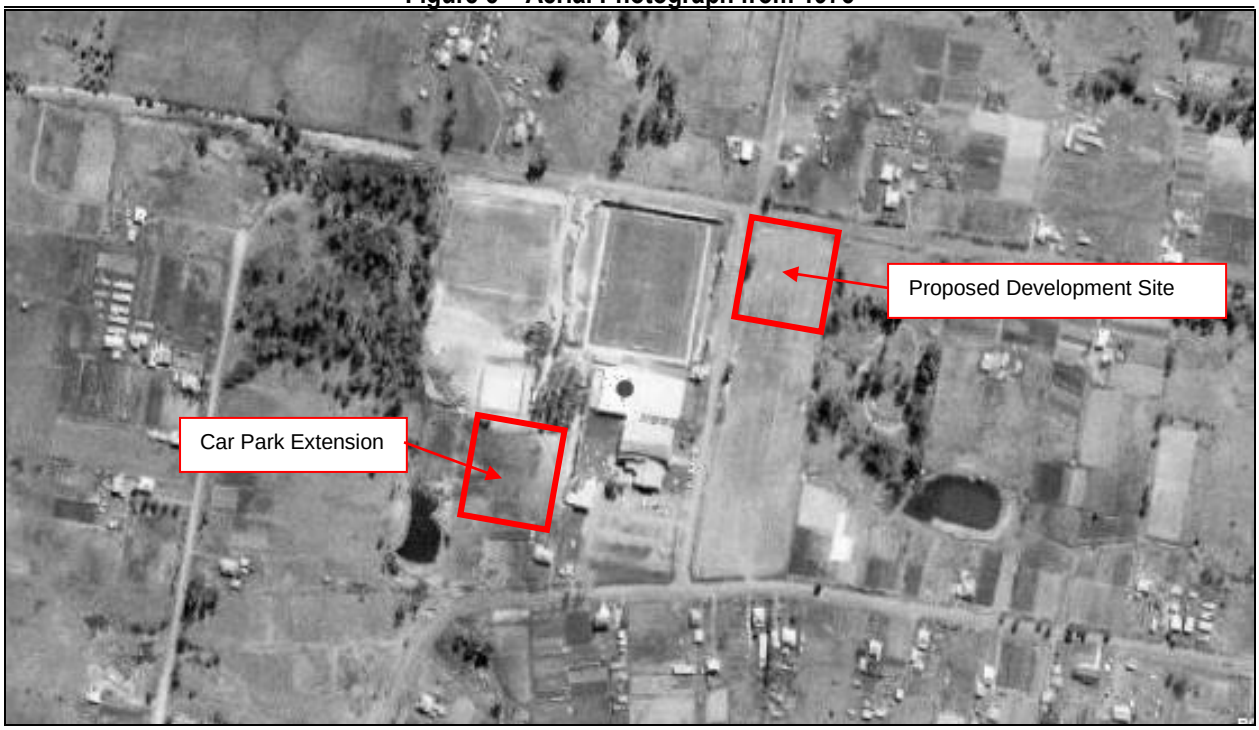
1965 – In 1965 the subject develpoment site was vacant. Neighbouring properties were in use for residential or light agriculture purposes. The approximate location of the subject site is highlighted in figure 4.

Figure 4 – Aerial Photograph from 1965



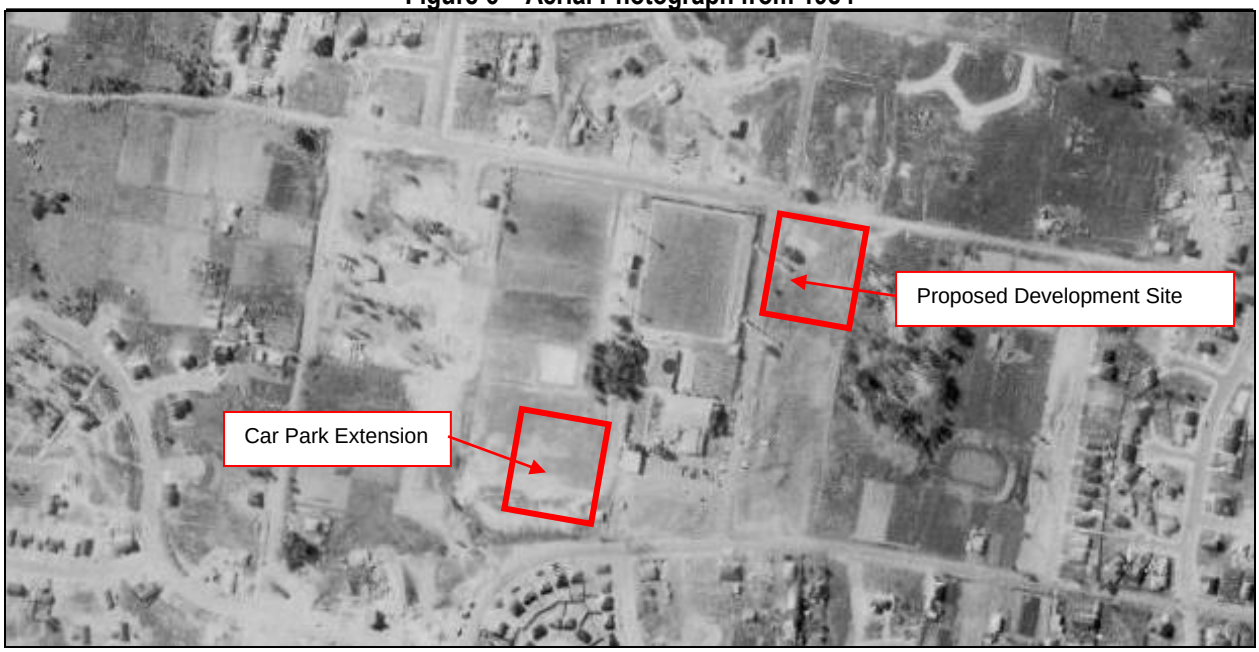
1975 – In 1975, the site is still vacant. A building (Club Marconi) and soccer field (Marconi Stadium) have been constructed to the west of the site. Neighbouring properties were in use for residential or light agriculture purposes. The approximate location of the subject site is highlighted in figure 5.

Figure 5 – Aerial Photograph from 1975



1984 – In 1984, the site is still vacant. The neighbouring properties are being converted from light agricultural to low density residential. The subject site is highlighted in figure 6.

Figure 6 – Aerial Photograph from 1984



1991 – In 1991, the site appears to be a gravel car park for the club and stadium. The footprint of the car park is being used as a soccer field. The surrounding area has been developed for low density residential usage. The subject site is highlighted in figure 7.

Figure 7 – Aerial Photograph from 1991



2004 – By 2004, the concrete car park has been constructed and the site and surrounds are in a similar condition to 2021. The retirement facility to the east is under construction. The surrounding area is still in use for low density residential purposes. The subject site is highlighted in figure 8.

Figure 8 – Aerial Photograph from 2004



6.2 Search of Contaminated Land Management Register (NSW EPA):

A summary of the search of the NSW EPA Contaminated Land Management record of notices for Bossley Park can be found in Appendix A. No notices have been issued to the subject site and no notices have been issued within the region.

6.3 Search of Protection of Environment Operations Public Register (POEO)

A search of the POEO public register of licensed and delicensed premises showed there are no premises within the Bossley Park area, see Appendix B.

7. SITE CONDITION AND OBSERVATIONS

The subject site is currently used as a car park. The car park has a concrete base and is excavated approximately 0-2m into the ground. The site is surrounded by Club Marconi with its associated car parking and stadium and a retirement facility to the south.

Photograph 1 – Site (Northern Boundary)



Photograph 2 - Site (Eastern Boundary)



Photograph 3 – Footprint of the Proposed Car Park



An initial site investigation was conducted on 13th and 14th September 2017. The site was re-inspected on the 21st of February 2021 The field observations are summarised in the table below:

Table 2 – Summary of Field Observations

Parameter	Observation
Visible observations on soil contamination	No visible evidence of contamination was observed. No staining of the soils or odours were documented.
Signs of plant stress	None observed.
Signs of Agriculture	None observed. No visible indicators of tilled land
Presence of drums or waste materials	No visible indicators of underground fuel tanks (bowsers or venting pipes)
Presence of fill	Minor Filling was observed in the residential development area Filling was observed in the car park area

8. POTENTIAL SOURCES OF CONTAMINATION

A search of the NSW EPA Contaminated Land Management record of notices revealed that there were no notices issued to the subject site. No history of dangerous manufacturing utilizing heavy chemicals or metals was observed. No history of heavy chemicals or metals storage was documented. No industrial facilities undertaking heavy manufacturing are located within 500m of the subject site. The surrounding sites are residential therefore, the risk of contamination migration caused by surface run-off from adjoining sites is minimal.

During the course of the site walk over, it was observed that filling had occurred. No documentation pertaining to the source of this fill was provided.

As the source of the fill material is unknown, and as such presents a contamination risk. Potential contamination exists in the form of heavy metals, petroleum hydrocarbons (TPH), polynuclear aromatic hydrocarbons (PAH) and asbestos.

9. SUMMARY OF PREVIOUS INVESTIGATION AT HOUSEING DEVELOPMENT

A preliminary investigation was undertaken by Ground Technologies for the entire Club Marconi site, referenced Report No. GTE1355 – Preliminary Contamination and Salinity Report Rev1, dated 21 September 2021. The preliminary investigation was undertaken for due diligence purposes prior to re-development of the site. No details pertaining to the re-development were made available to Ground Technologies at the time of preparing this report. Borehole and sampling locations were provided by Mr. Sam Restifa to determine the quality of the subsurface soil material within the client supplied areas.

As a part of the previous investigation, four boreholes (BH8-11) were drilled within or near the footprint of the Serviced Self Care Housing Development at locations shown in Figure 9.

Figure 9 – Borehole Locations



The profile of the boreholes are broadly summarised in table 3 and the full borehole logs are supplied within Appendix C.

Table 3 - Borehole Profile

Profile	Depth			
	BH8	BH9	BH10	BH11
TOPSOIL; Clayey Silt	0-0.1m	-	0-0.2m	-
CONCRETE	0.1-0.8m	0-0.1m	-	0-0.1m
FILL; Admixed Silty Sandy Gravelly Clay / silty Clay	-	0.1-1.4m	0.2-1.2m	0.1-0.8m
NATURAL; Silty Clay	-	-	-	-
BEDROCK; Extremely Weathered Sandstone	-	1.4-2.0m	-	0.8-1.4m

No suspicious odours or obvious signs of contamination were observed within the fill material, however the source fill material was unknown, and as such presented a contamination risk. Potential contamination exists in the form of heavy metals, petroleum hydrocarbons (TPH), Polynuclear aromatic hydrocarbons (PAH), BTEX and asbestos.

One sample of the fill (E21-E24) was collected from each of the four boreholes for laboratory analysis during the Preliminary site investigation. Test results obtained from ALS are summarised in Table 4. The Assessment criteria used in this investigation have been obtained from the National Environment Protection (Assessment of Site Contamination) Measure (NEPM, 1999). This document presents risk-based Health Investigation Levels (HIL's) based on a variety of exposure settings for a number of organic and inorganic contaminants.

Table 4 – Summary of Laboratory Test Results from Preliminary Investigation.

Contaminant of Concern	E21	E22	E23	E24	HIL (A) Threshold	HIL (B) Threshold
Mercury	<0.1	<0.1	<0.1	<0.1	**40**	**120**
Cadmium	<1	<1	<1	<1	**20**	**150**
Lead	11	17	18	17	**300**	**1200**
Arsenic	7	19	17	8	**100**	**500**
Chromium	12	14	21	18	**100**	**500**
Copper	31	37	26	27	**6000**	**30000**
Nickel	11	8	20	13	**400**	**1200**
Zinc	76	59	61	68	**7400**	**60000**
Total PAH	<0.5	<0.5	<0.5	<0.5	**300**	**400**
Carcinogenic PAH	<0.5	<0.5	<0.5	<0.5	**3**	**4**
Benzo(a)pyrene	<0.5	<0.5	<0.5	<0.5	**0.7**	**0.7**
Benzene	<0.2	<0.2	<0.2	<0.2	**65**	**65**
Toluene	<0.5	<0.5	<0.5	<0.5	**105**	**105**
Ethylbenzene	<0.5	<0.5	<0.5	<0.5	**125**	**125**
Total Xylenes	<0.5	<0.5	<0.5	<0.5	**45**	**45**
C6 – C10 Fraction (sum)	<10	<10	<10	<10	**800**	**800**
C10 - C16 Fraction (sum)	<50	<50	<50	<50	**1000**	**1000**
C16 - C34 Fraction (sum)	<100	<100	<100	<100	**3500**	**3500**
C34 - C40 Fraction (sum)	<100	<100	<100	<100	**10000**	**10000**

1. HIL A: Residential A with garden/accessible soil also includes children's day care centres, preschools and primary schools.
2. HIL B: Residential B with minimal opportunities for soil access; includes dwellings with fully and permanently paved yard space such as high-rise buildings and apartments.

The results of the laboratory testing are summarized below;

- The concentrations of all Heavy Metals were well below the exposure threshold values for both of the Health Investigation Levels (HIL) exposure settings.
- The concentrations of all Polycyclic Aromatic Hydrocarbons(PAHs) were well below the exposure threshold values for both of the Health Investigation Levels (HIL) exposure settings.
- The concentrations of all Petroleum Hydrocarbons were well below the exposure threshold values for both of the Health Investigation Levels (HIL) exposure settings.
- The concentrations of all BTEX were well below the exposure threshold values for both of the Health Investigation Levels (HIL) exposure settings.

A sample of the fill material was recovered from each borehole and sent for laboratory analysis of asbestos identification. Test results obtained from ALS are summarised in Table 5.

Table 5 - Laboratory Test Results for Asbestos Identification

Sample No.	Borehole	Depth of Samples	Material	Asbestos Identification
AS8	BH8	0.1-0.8m	Fill	NIL
AS9	BH9	0.1-1.4m	Fill	NIL
AS10	BH10	0.1-1.2m	Fill	NIL
AS11	BH11	0.1-0.8m	Fill	NIL

10. SUMMARY OF PREVIOUS INVESTIGATION AT CAR PARK

A preliminary investigation was undertaken by Ground Technologies for the entire Club Marconi site, referenced Report No. GTE1355 – Preliminary Contamination and Salinity Report Rev1, dated 21 September 2021. The preliminary investigation was undertaken for due diligence purposes prior to re-development of the site. No details pertaining to the re-development were made available to Ground Technologies at the time of preparing this report. Borehole and sampling locations were provided by Mr. Sam Restifa to determine the quality of the subsurface soil material within the client supplied areas.

As a part of the previous investigation, four boreholes (BH1-4) were drilled within or near the footprint of the proposed Car Park at locations shown in Figure 10.

Figure 10 – Borehole Locations



The profile of the boreholes are broadly summarised in table 6 and the full borehole logs are supplied within Appendix C.

Table 6 - Borehole Profile

Profile	Depth			
	BH7	BH8	BH9	BH10
TOPSOIL; Silty Sand	0-0.1m	0-0.1m	0-0.1m	0-0.1m
FILL; Admixed Silty Clay with minor gravel	0.1-1.9m	0.1-3.5m	0.1-3.0m	0.1-3.5m
NATURAL; Silty Clay	1.9-2.5m	3.5-3.7m	3.0-3.5m	3.5-3.6m

No suspicious odours or obvious signs of contamination were observed within the fill material, however the source fill material was unknown, and as such presented a contamination risk. Potential contamination exists in the form of heavy metals, petroleum hydrocarbons (TPH), Polynuclear aromatic hydrocarbons (PAH), BTEX and asbestos.

Eleven samples (E1-E5, E7-E8, E10-E13) were collected from the four boreholes within the footprint of the car park for laboratory analysis during the Preliminary site investigation. Test results obtained from ALS are summarised in Table 7 on the following page. The Assessment criteria used in this investigation have been obtained from the National Environment Protection (Assessment of Site Contamination) Measure (NEPM, 1999). This document presents risk-based Health Investigation Levels (HIL's) based on a variety of exposure settings for a number of organic and inorganic contaminants.

The results of the laboratory testing are summarized below;

- The concentrations of all Heavy Metals were well below the exposure threshold values for both of the Health Investigation Levels (HIL) exposure settings.
- The concentrations of all Polycyclic Aromatic Hydrocarbons(PAHs) were well below the exposure threshold values for both of the Health Investigation Levels (HIL) exposure settings.
- The concentrations of all Petroleum Hydrocarbons were well below the exposure threshold values for both of the Health Investigation Levels (HIL) exposure settings.
- The concentrations of all BTEX were well below the exposure threshold values for both of the Health Investigation Levels (HIL) exposure settings.

A sample of the fill material was recovered from each borehole and sent for laboratory analysis of asbestos identification. Test results obtained from ALS are summarised in Table 8.

Table 8 - Laboratory Test Results for Asbestos Identification

Sample No.	Borehole	Depth (Composite samples)	Material	Asbestos Identification
AS1	BH1	0.1-1.8m	Fill	NIL
AS2	BH2	0.0-3.2m	Fill	NIL
AS3	BH3	0.1-3.0m	Fill	NIL
AS4	BH4	0.1-3.5m	Fill	NIL

The site is suitable for development as a car park. No remediation action plan is required.

Table 7 – Summary of Laboratory Test Results from Preliminary Investigation.

Contaminant of Concern	E1	E2	E3	E4	E5	E7	E8	E10	E11	E12	E13	HIL (A) Threshold	HIL (B) Threshold
Mercury	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	**40**	**120**
Cadmium	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	**20**	**150**
Lead	16	13	18	18	19	15	54	13	38	30	39	**300**	**1200**
Arsenic	6	7	<5	9	9	6	9	<5	8	9	5	**100**	**500**
Chromium	16	14	18	19	14	12	19	12	18	20	22	**100**	**500**
Copper	24	24	34	25	23	21	34	24	28	28	31	**6000**	**30000**
Nickel	12	8	11	12	5	8	10	9	10	16	11	**400**	**1200**
Zinc	46	36	71	50	36	37	2960	48	66	86	55	**7400**	**60000**
Total PAH	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	**300**	**400**
Carcinogenic PAH	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	**3**	**4**
Benzo(a)pyrene	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	**0.7**	**0.7**
Benzene	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	**65**	**65**
Toluene	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	**105**	**105**
Ethylbenzene	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	**125**	**125**
Total Xylenes	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	**45**	**45**
C6 – C10 Fraction (sum)	<10	<10	<10	<10	<10	<10	<10	<10	<10	<10	<10	**800**	**800**
C10 - C16 Fraction (sum)	<50	<50	<50	<50	<50	<50	<50	<50	<50	<50	<50	**1000**	**1000**
C16 - C34 Fraction (sum)	<100	<100	<100	<100	<100	<100	<100	<100	<100	<100	<100	**3500**	**3500**
C34 - C40 Fraction (sum)	<100	<100	<100	<100	<100	<100	<100	<100	<100	<100	<100	**10000**	**10000**

1. HIL A: Residential A with garden/accessible soil also includes children's day care centres, preschools and primary schools.
2. HIL B: Residential B with minimal opportunities for soil access; includes dwellings with fully and permanently paved yard space such as high-rise buildings and apartments.

11. CONCLUSIONS AND RECOMMENDATIONS

The conclusions of this preliminary contamination report are as follows:

- A review of aerial photography suggests that the site of the Serviced Self Care Housing was vacant before being used as a car park for the club and stadium.
- The car park extension will be constructed upon an area currently being used as a playing field. Prior to being a playing field. Prior to this the area was vacant or used for light agriculture.
- The site is in a long established residential area. A review of aerial photography suggests that the neighbouring properties are residential and not considered to have posed a risk for potential contamination to the site. No industrial facilities are in the vicinity of the subject site.
- A search of the NSW EPA Contaminated Land Management record of notices revealed that there were no notices issued to the subject site. No history of dangerous manufacturing utilizing heavy chemicals or metals was documented.
- The site is in a region of no known acid sulphate soils

A preliminary investigation was undertaken by Ground Technologies for the entire Club Marconi site, referenced Report No. GTE1355 – Preliminary Contamination and Salinity Report Rev1, dated 21 September 2021. The preliminary investigation was undertaken for due diligence purposes prior to re-development of the site. As a part of this preliminary investigation, four boreholes were drilled within or near the footprint of the Serviced Self Care Housing Development. No suspicious odours or obvious signs of contamination were observed within the fill material, however the source fill material was unknown, and as such presented a contamination risk. One sample of the fill was collected from each of the four boreholes for laboratory analysis during the Preliminary site investigation. Laboratory test results indicate that the concentrations of all Heavy Metals, PAHs, Petroleum Hydrocarbons and BTEX were well below the Health Investigation Levels (HIL) for all residential development. Asbestos was not observed or detected by laboratory analysis. The proposed development will entail the excavation of a 2 storey basement. As a part of this excavation the fill will be removed from site with the development being constructed on the underlying shale bedrock.

The site that is proposed for the Serviced Self Care Housing development is suitable for “residential” use. No remediation action plan is required.

Four boreholes were drilled within the footprint of the car park as a part of this preliminary investigation. No suspicious odours or obvious signs of contamination were observed within the fill material, however the source fill material was unknown, and as such presented a contamination risk. Eleven samples of the fill were collected from the four boreholes for laboratory analysis during the Preliminary site investigation. Laboratory test results indicate that the concentrations of all Heavy Metals, PAHs, Petroleum Hydrocarbons and BTEX were well below the Health Investigation Levels (HIL) for all residential development. Asbestos was not observed or detected by laboratory analysis.

The site that is proposed for the car park is suitable for development. No remediation action plan is required.

12. LIMITATIONS

It is possible that contaminated soils and differing ground conditions may be present between sampling locations, or in the remainder of the site not intrusively investigated. An unexpected finds protocol should be implemented and if the materials or conditions encountered are other than those that have been described, Ground Technologies should be notified immediately as further assessment will be required.

The scope and the period of Ground Technologies services are described in the report and are subject to restrictions and limitations. Ground Technologies did not perform a complete assessment of all possible conditions or circumstances that may exist at the site. If a service is not expressly indicated, do not assume it has been provided. If a matter is not addressed, do not assume that any determination has been made by Ground Technologies in regards to it.

Where data has been supplied by the client or a third party, it is assumed that the information is correct unless otherwise stated. No responsibility is accepted by Ground Technologies for incomplete or inaccurate data supplied by others.

Any drawings or figures presented in this report should be considered only as pictorial evidence of our work. Therefore, unless otherwise stated, any dimensions should not be used for accurate calculations or dimensioning.

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13. REFERENCES:

Geological Series Sheet 9130 (EDITION 1) 1983, Map of the Sydney region, scale 1:100,000

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APPENDIX A

SEARCH RESULTS OF EPA CONTAMINATED LAND REGISTER

APPENDIX B

SEARCH OF POEO REGISTER OF LICENSED AND DELICENSED PREMISES

APPENDIX C

BOREHOLE LOGS